

Lodi

GENERAL PLAN UPDATE

City Council Planning
Commission Meeting

December 12, 2007

Meeting Agenda

- Introduction
- Review of Opportunities and Challenges
Working Papers
- Review of Community Outreach Results
- Discussion and Direction Regarding
Alternatives



Alternatives

- Future growth possibilities: new growth areas and infill
- Different land use mixes, population, jobs
- Transportation options
- Evaluated:
 - *Transportation*
 - *Environmental*
 - *Fiscal*



General Plan Requirements

- **Comprehensive**
 - *Applies to entire city*
 - *Addresses full range of issues affecting Lodi's physical development*
- **Long-range**
 - *Long term perspective*
- **Internally Consistent**
 - *Policies, diagrams, and analysis fully integrated, with no conflicts*
- **Vertically Consistent Implementation**



Required General Plan Elements

1. Land Use
2. Circulation
3. Conservation
4. Open Space
5. Noise
6. Safety
7. Housing [not part of this update]

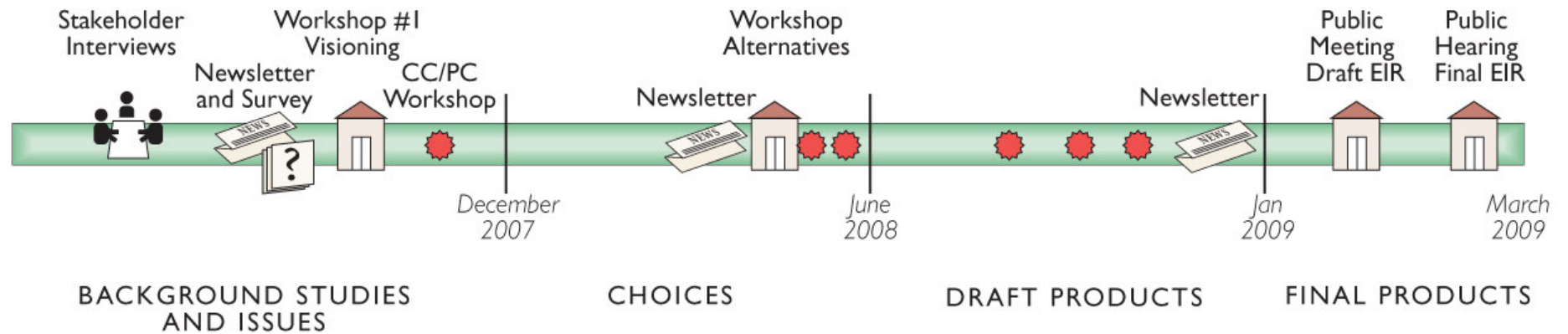


Optional Elements to Address Unique Lodi Needs

- **Growth Management**
- **Community Design & Livability**



Timeline



FOUR BACKGROUND PAPERS

- **Land Use, Transportation, Infrastructure, Environmental Resources**
- **Urban Design and Livability**
- **Economics and Demographics**
- **Greenbelt**



Lodi General Plan Update

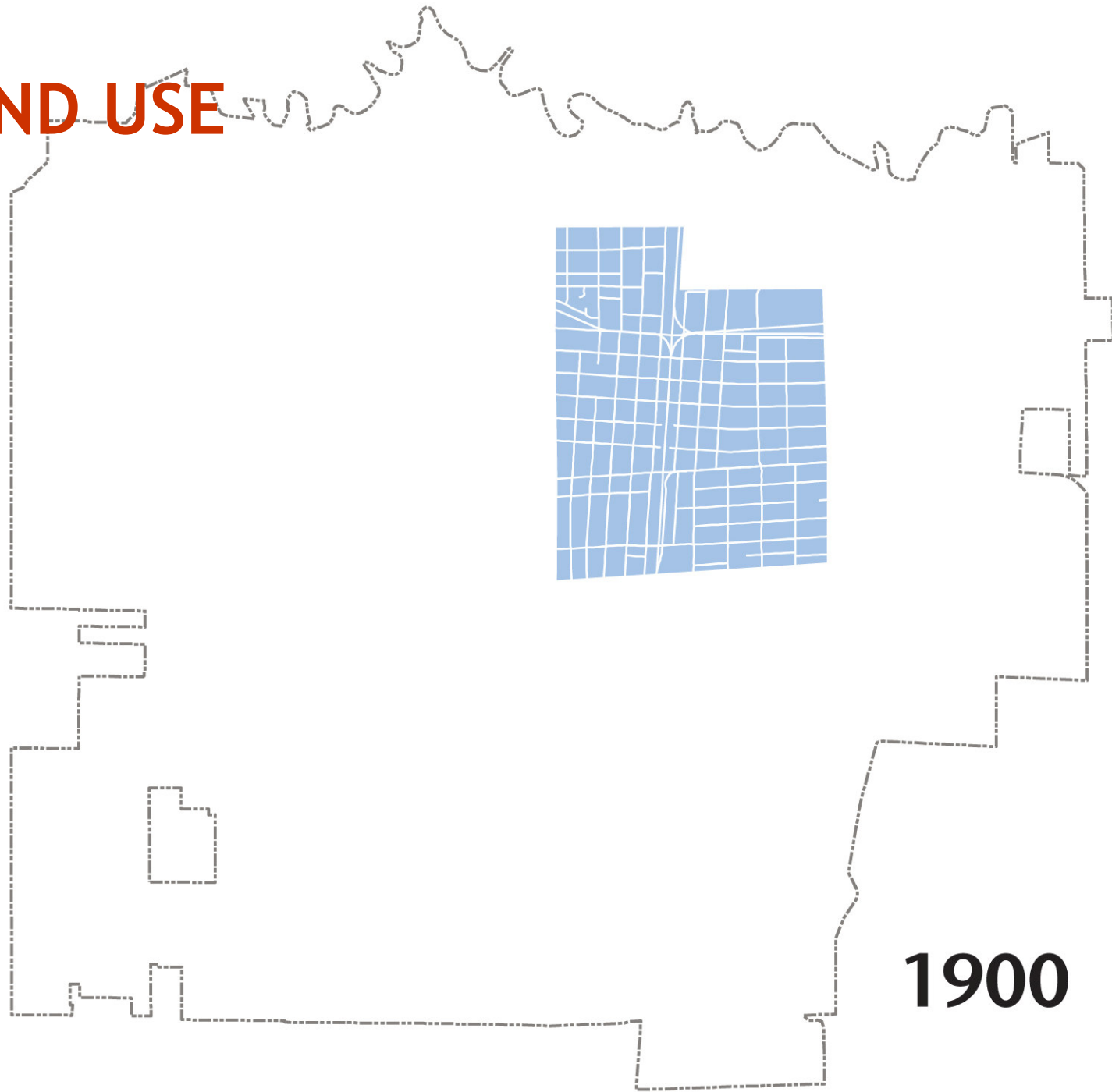


Working Paper #1 Land Use, Transportation, and Environment, and Infrastructure

July 2007

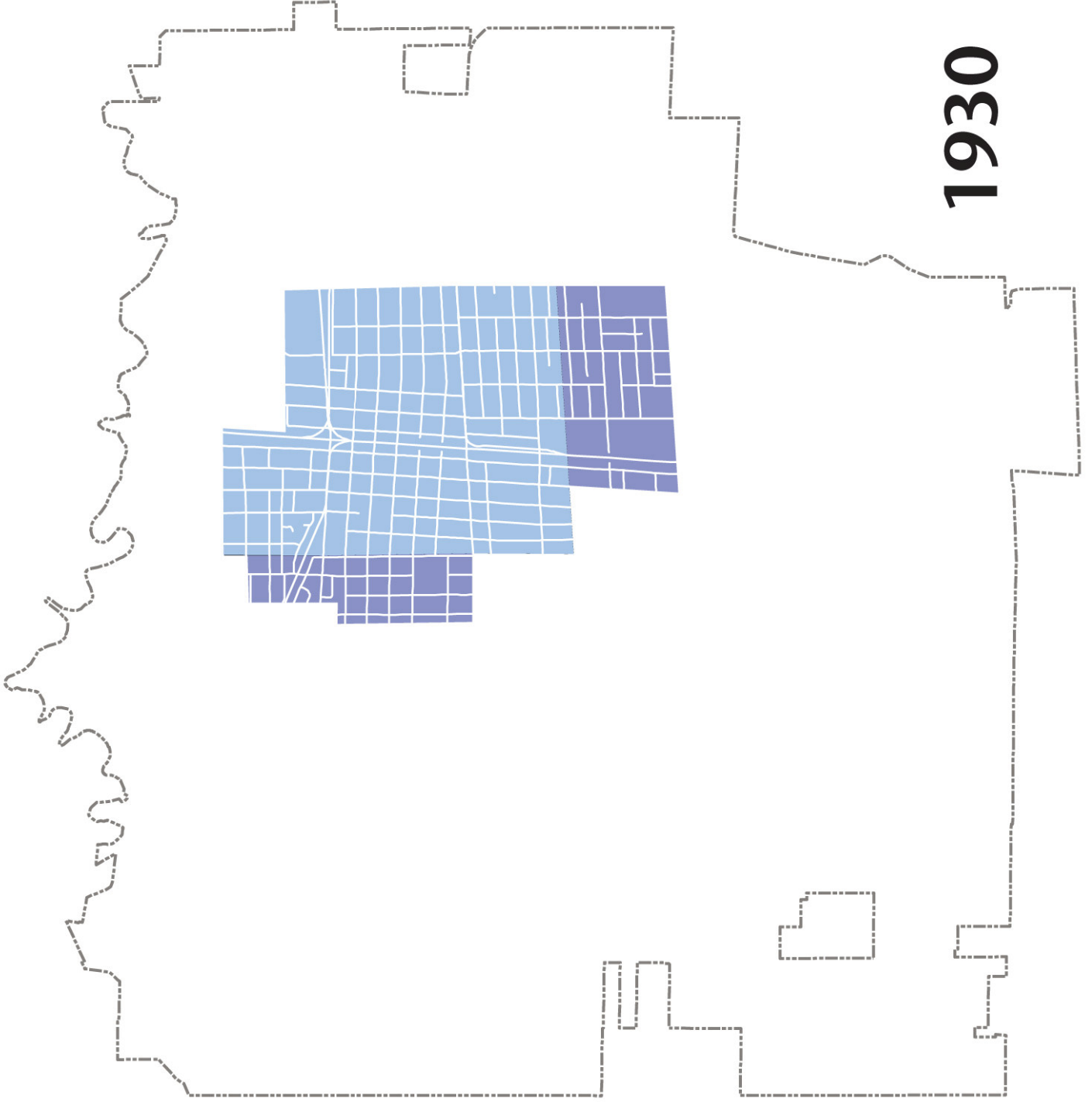
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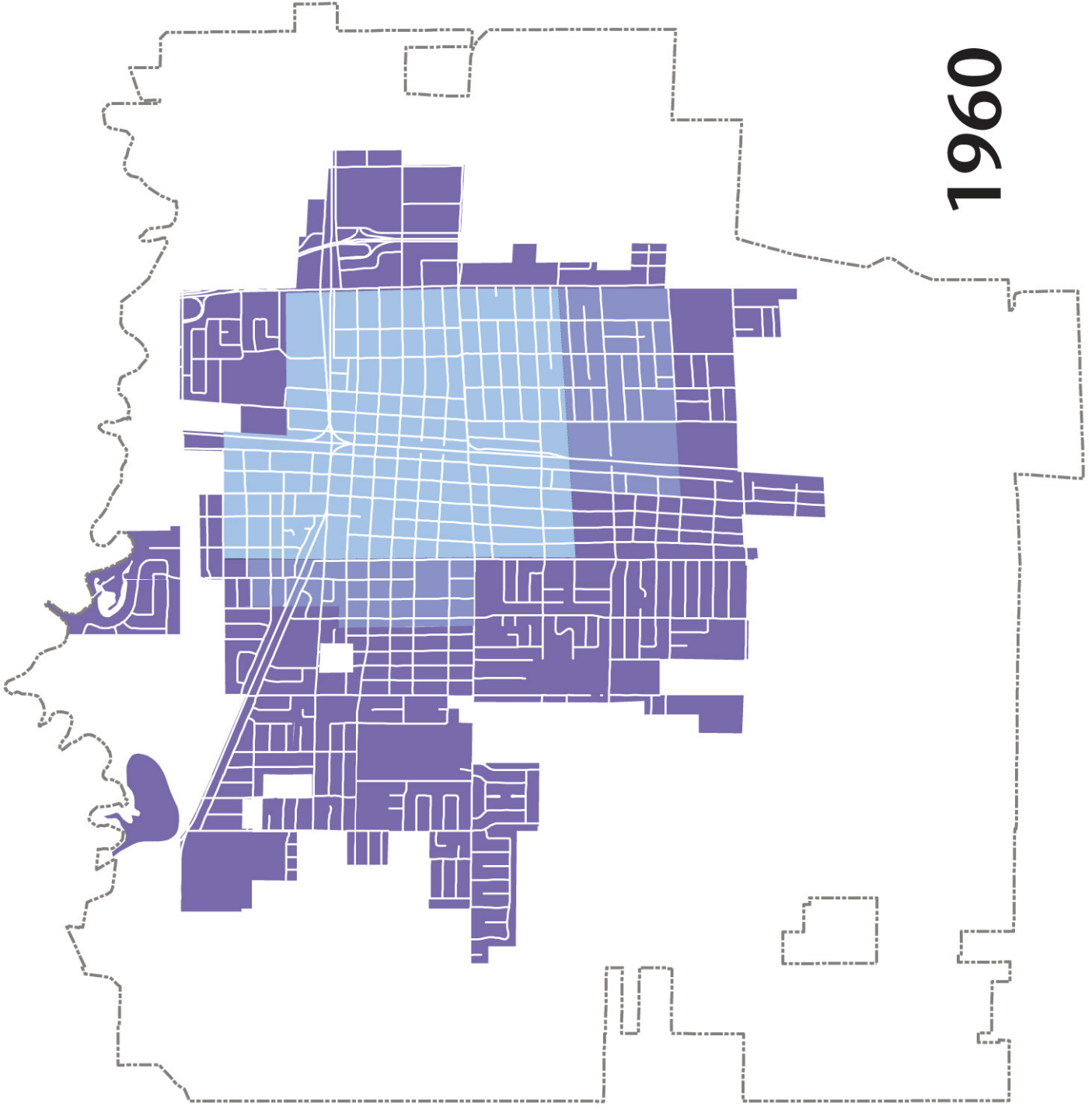
LAND USE



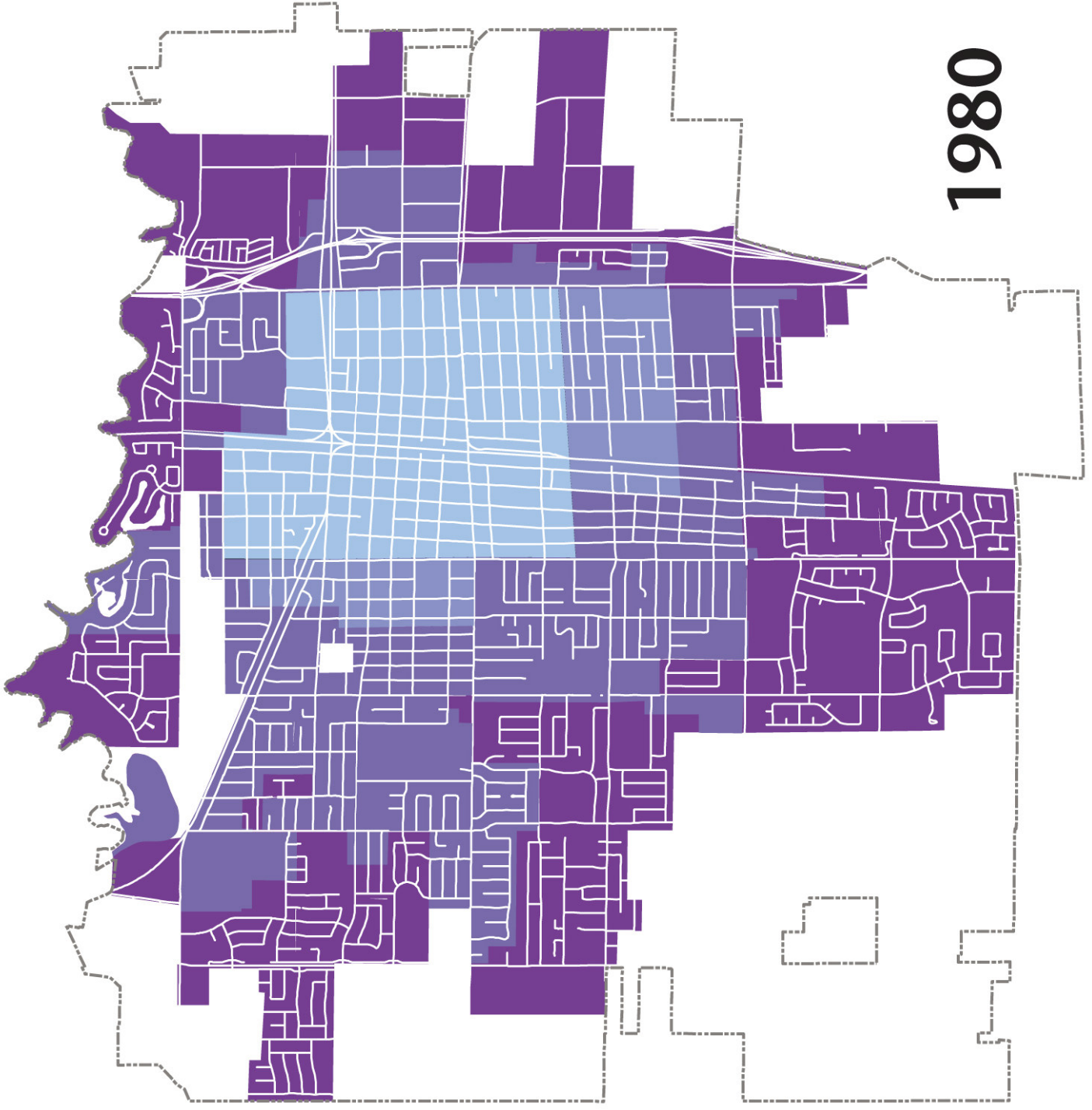
1900

1930

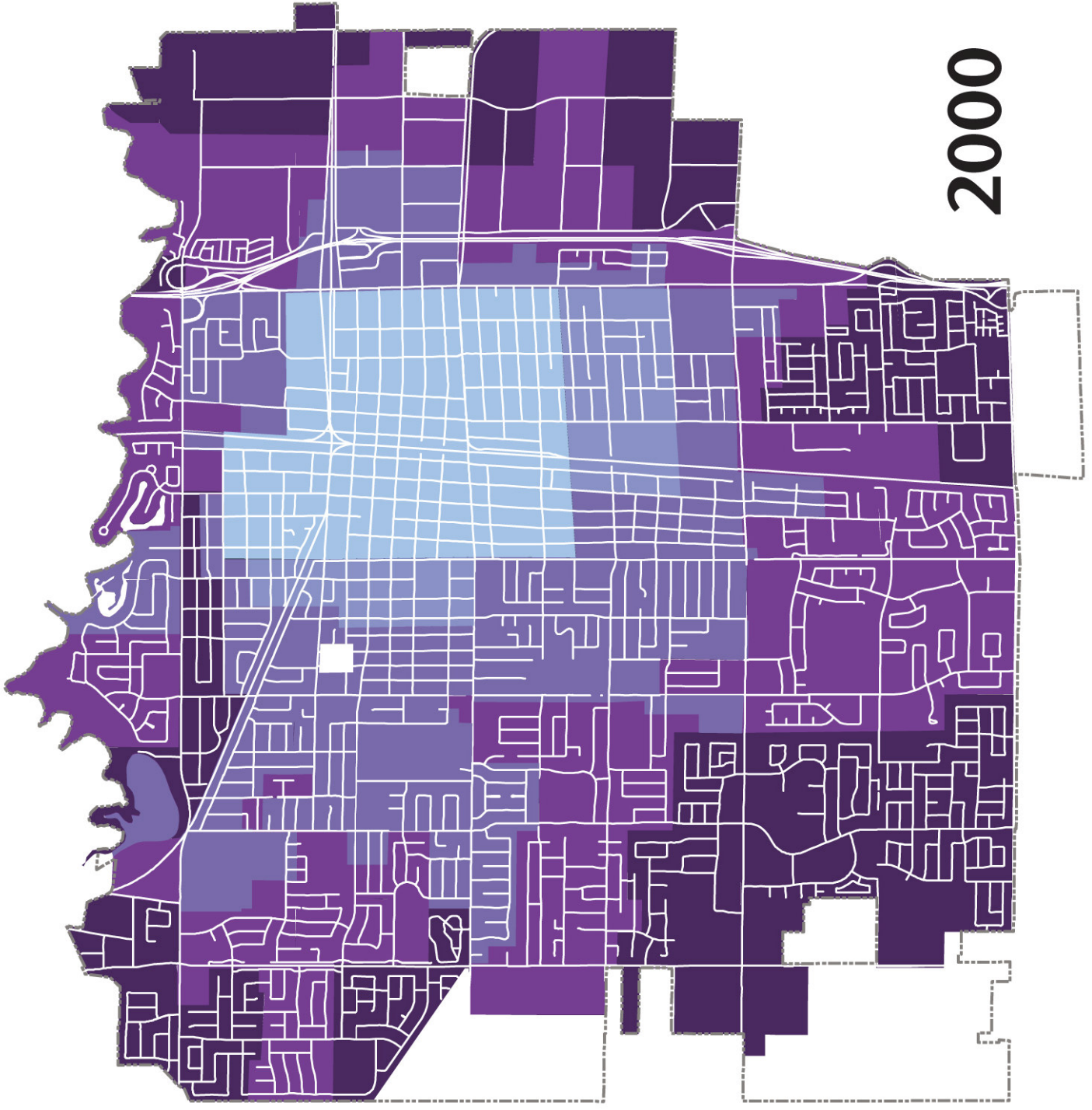




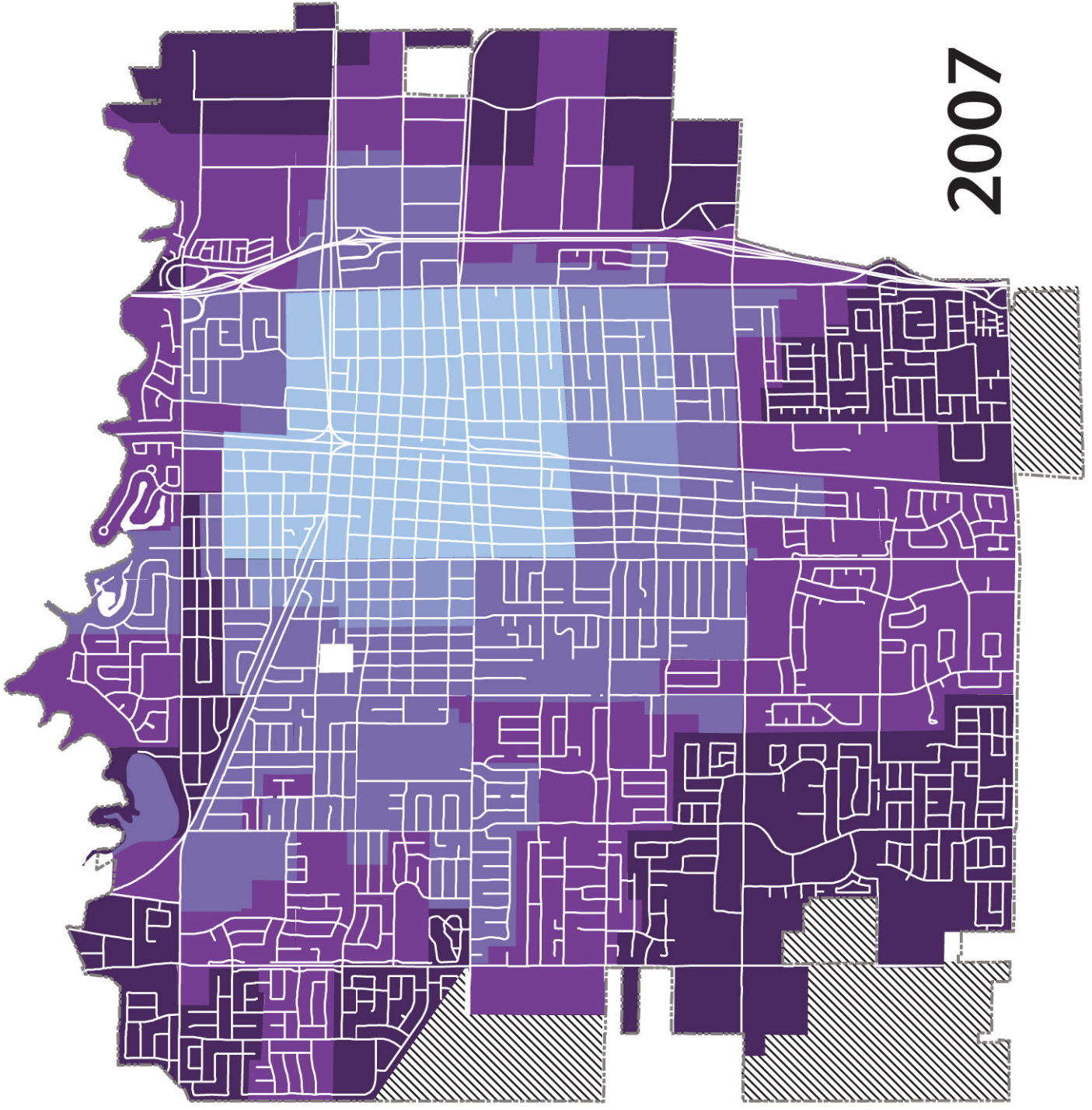
1960



1980



2000



2007

Density & Intensity

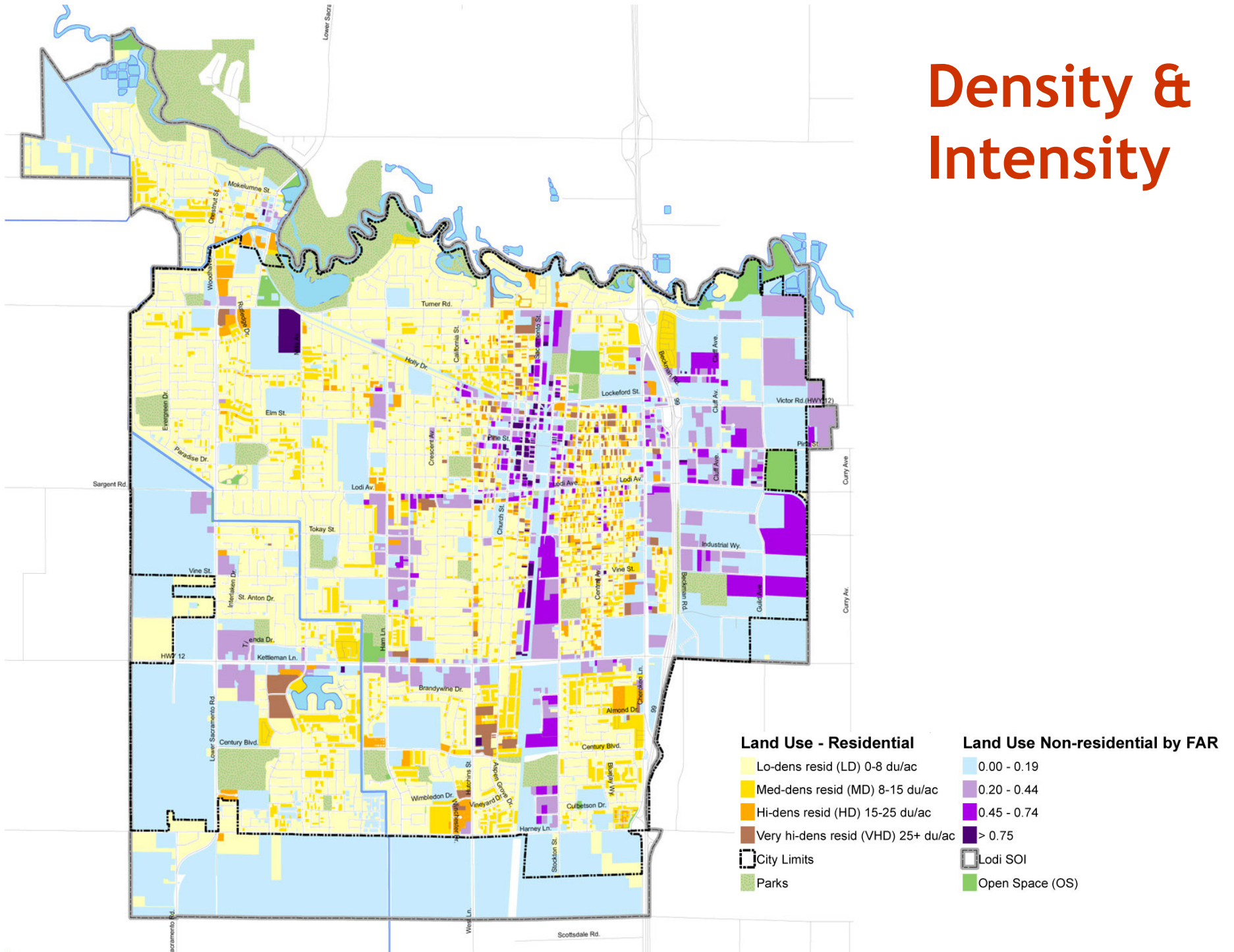
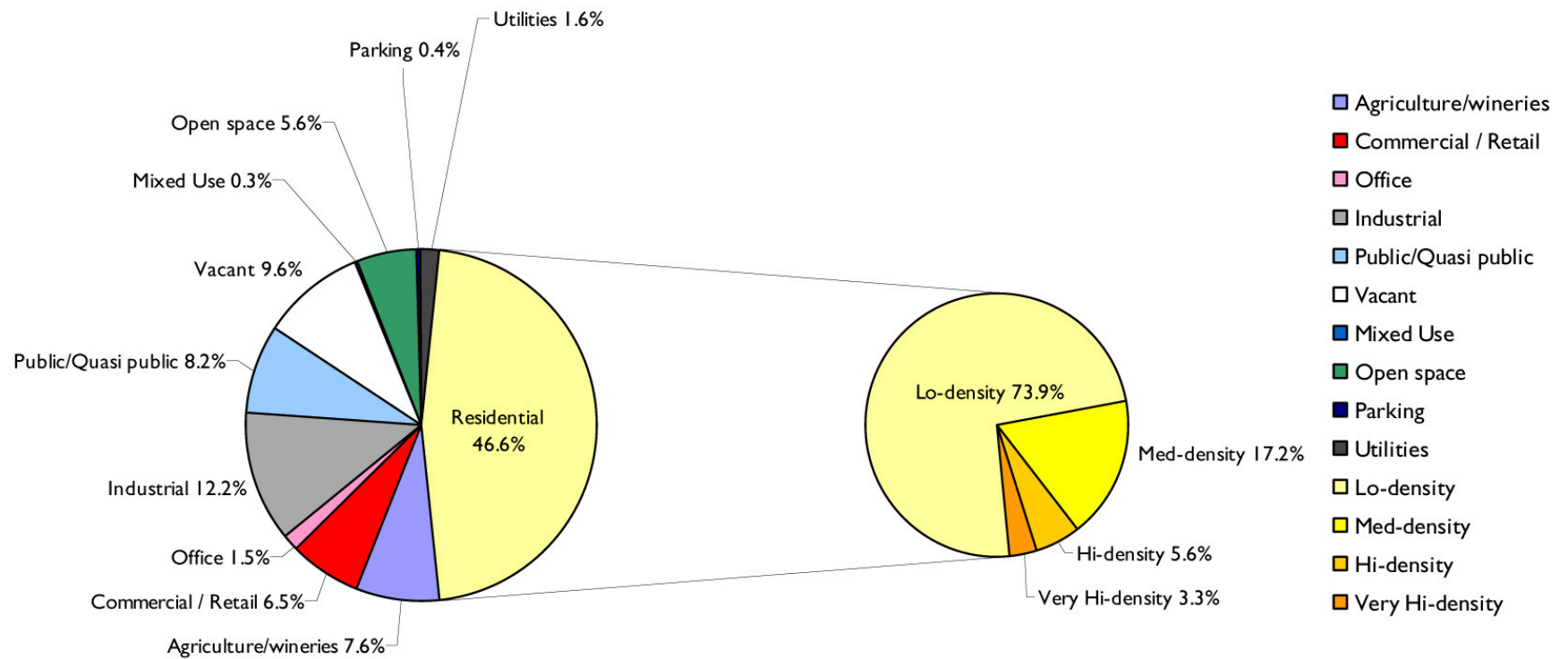
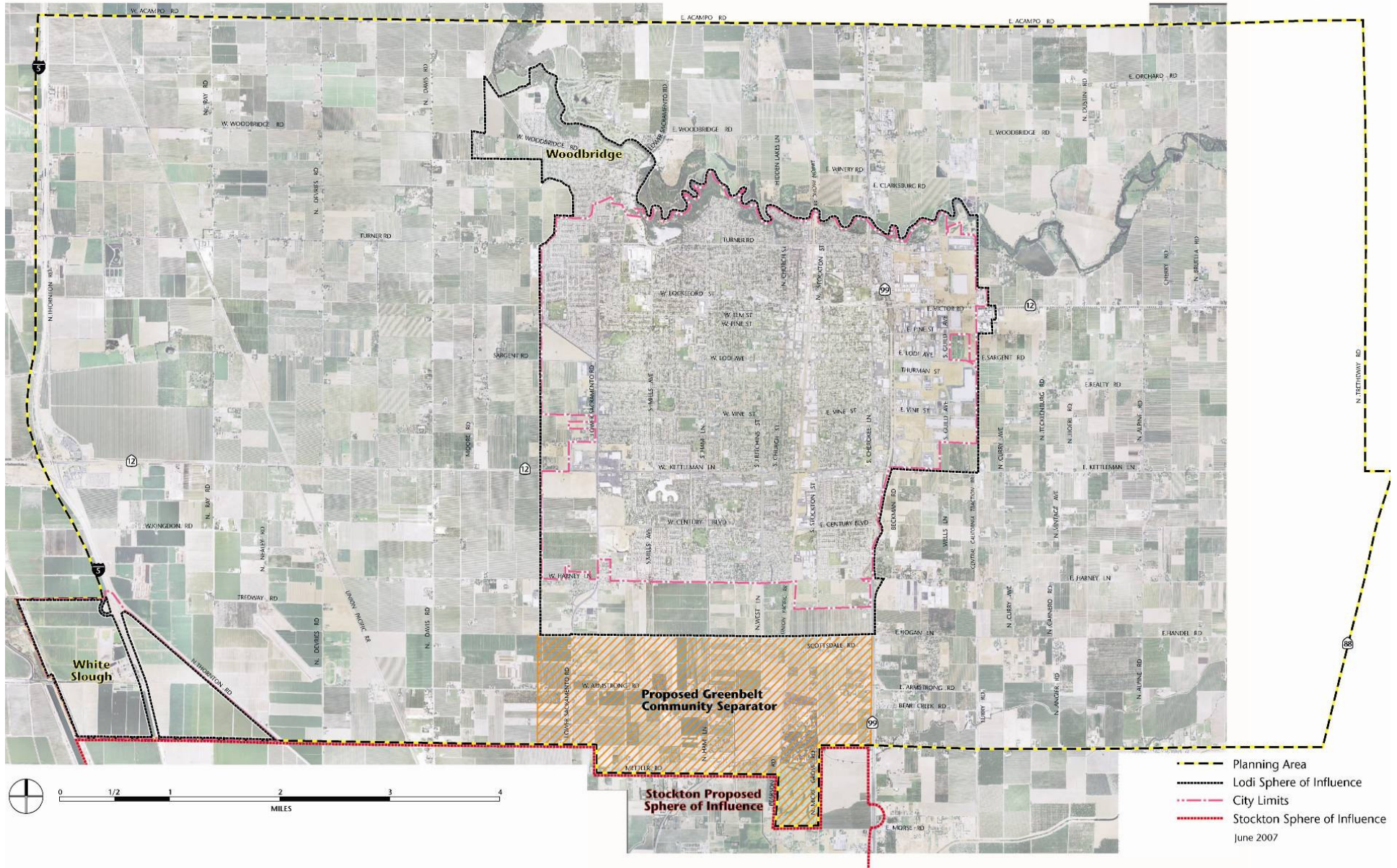


Chart 2-1: Existing Land Uses within Lodi City Limits, excluding White Slough



PLANNING AREA

Lodi Planning Area



Vacant and Underutilized Land

- **Vacant land**
 - *415.5 acres within city limits*
 - *6.7% of land in City of Lodi (9.6% excluding streets)*
- **Underutilized land**
 - *Parcels with a ratio of assessed building value and land value equal or less than 1.0*
 - *73 acres within city limits*
 - *1.2% of land in Lodi*



Approved and Proposed Development (within Sphere of Influence)

	Proposed	Approved	Total
Office (sf)	200,000	-	200,000
Retail (sf)	350,000	340,000	690,000
Housing (units)	2,800	990	3,790

- Projects would develop 790 acres of land
- SOI would still contain 2,080 acres of ag./vacant land



Potential Opportunity Sites: Vacant and Underutilized Sites



Planning Issues

- Where should City grow (fill in SOI? north, east or west?)
- What form (density and use mix) should new growth take?
- How should infill sites be developed? What is the vision for key corridors?



Planning Issues

- Downtown
- Eastside revitalization
- Future of industrial uses
- City's relationship to the river



TRANSPORTATION



Lodi General Plan Update

Transportation

- Existing Transportation System
- Community Travel Patterns
- Future Opportunities and Challenges

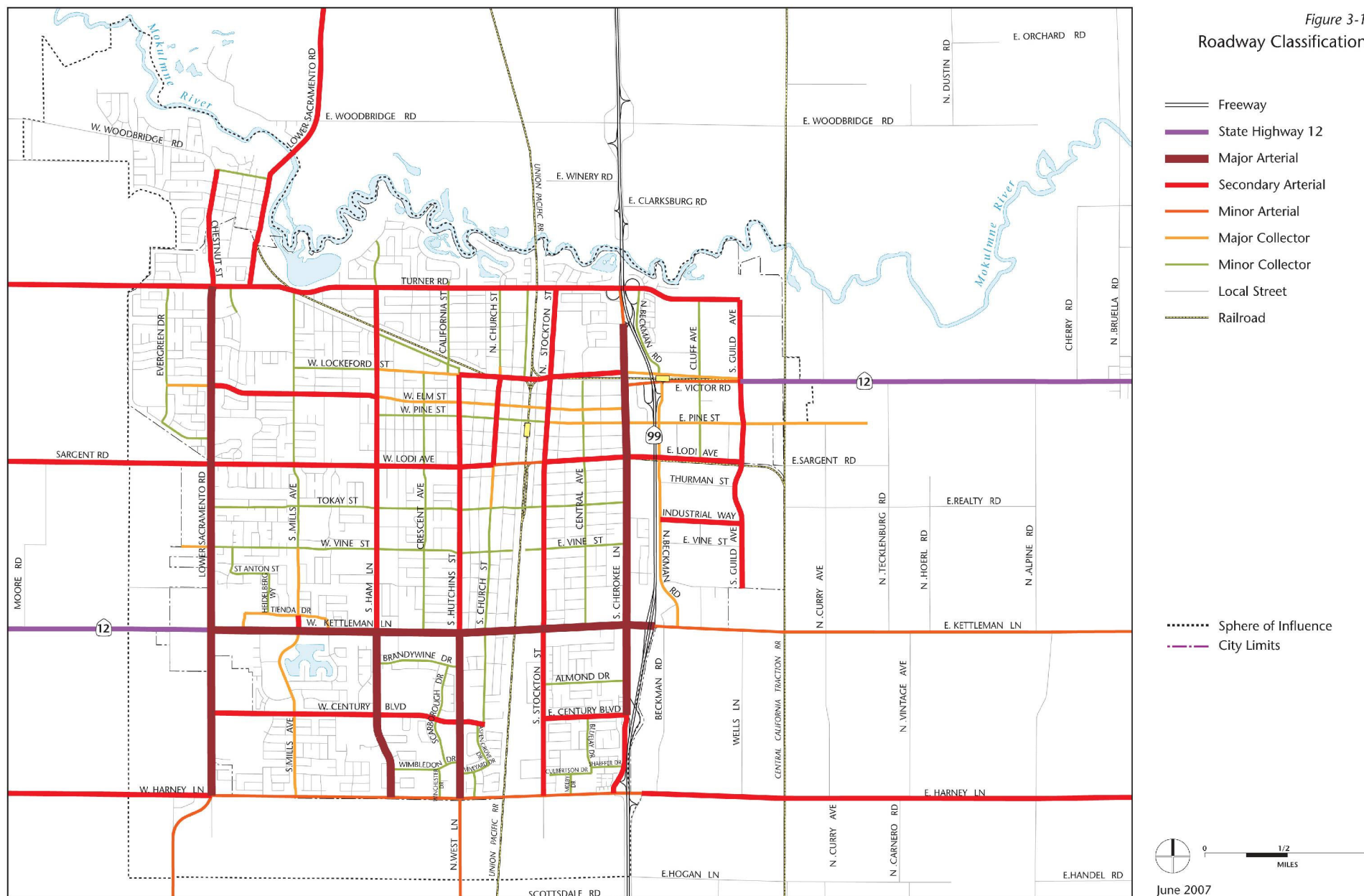


Existing Transportation System

- Lodi has good regional accessibility
- Traditional grid street system:
 - *Supports integrated neighborhoods*
 - *Disperses traffic; congestion limited to Kettleman Lane and SR 99*
 - *Few natural or man-made barriers*
- Good local and regional transit options



Figure 3-1
Roadway Classification



Community Travel Patterns

- **Work location**
 - *About half of Lodi residents work in town*
 - *Many others commute to Stockton*
- **Commute modes**
 - *Over 90% use automobile*
 - *About 5% use transit, walk or bike to work*
- **Travel time to work**
 - *Average 22 minutes*
 - *Shorter commutes than rest of San Joaquin County*



Future Opportunities and Challenges

- **Great opportunities for non-motorized travel**
 - *Flat terrain*
 - *Grid street system*
 - *Neighborhood schools and parks*
 - *Walkable downtown core*



Future Opportunities and Challenges

- **Effects of Growth on Roads and Transit**
 - *Integration of transportation and land use decisions*
 - *Routine accommodation for all modes of travel*
 - *Applying transportation standards that support community vision*



PARKS AND OPEN SPACE



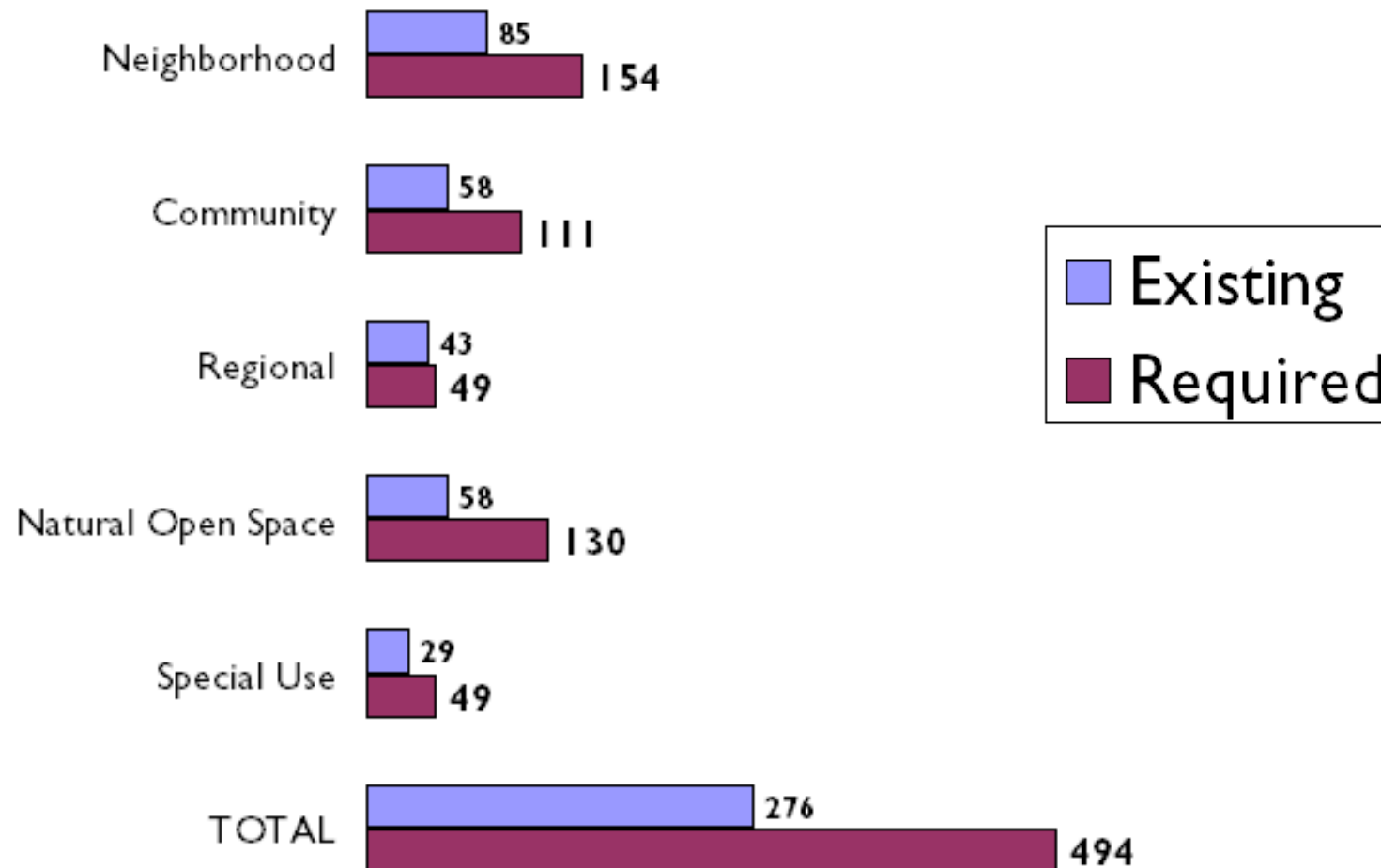
Developed Parks

<i>Type</i>	<i>Non-Basin</i>	<i>Basin</i>	<i>TOTAL</i>
Mini-Parks	3	-	3
Neighborhood	44	41	85
Community	1	57	58
Regional	43	-	43
Natural Open Space	58	-	58
Special Use	14	15	29
TOTAL	163	113	276

Park Standards vs. Supply

	<i>STANDARD</i>		<i>EXISTING</i>	
	<i>Overall (per 1K)</i>	<i>Non-Basin (per 1K)</i>	<i>Overall (per 1K)</i>	<i>Non-Basin (per 1K)</i>
Mini-Parks	-	-	-	-
Neighborhood	2.5	0.6	1.3	0.7
Community	1.8	0.5	0.9	-
Regional	0.8	0.8	0.7	0.7
Natural Open Space	2.1	2.1	0.9	0.9
Special Use	0.8	0.8	0.5	0.2
TOTAL	8.0	4.8	4.4	2.6

Overall Parks Need (acres)



Issues

- Standards
- Smaller or larger parks?
- Dual-functioning parks/detention basins?
- Larger park along the Mokelumne River along the north bank
- Recreational paths along the Woodbridge Irrigation District Canal



Issues

- **Redevelopment of Grapebowl**
- **Programming parks to meet needs of a diverse community**
- **Park maintenance**

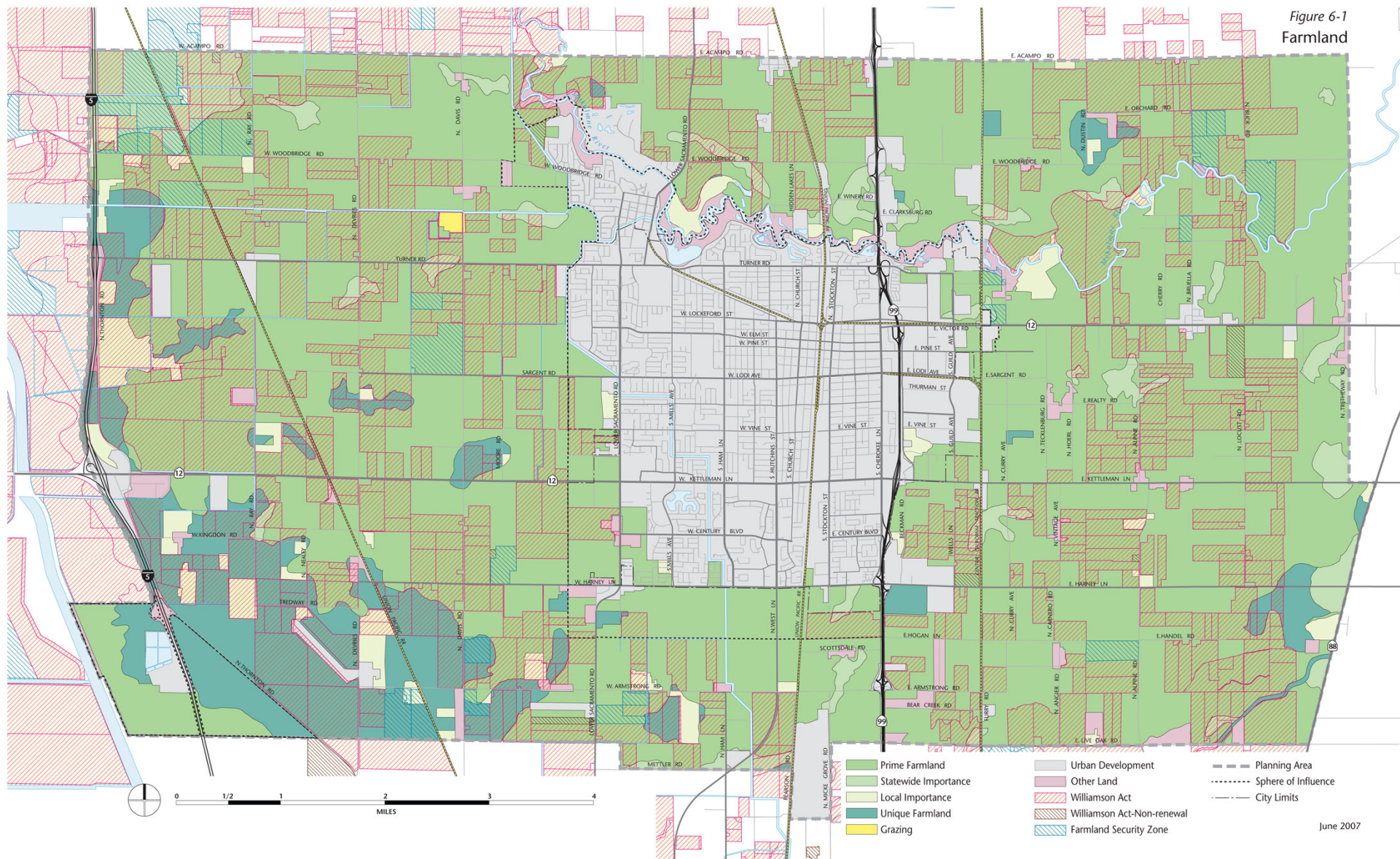


ENVIRONMENTAL RESOURCES



Lodi General Plan Update

Figure 6-1
Farmland



June 2007



Figure 6-2
Crops

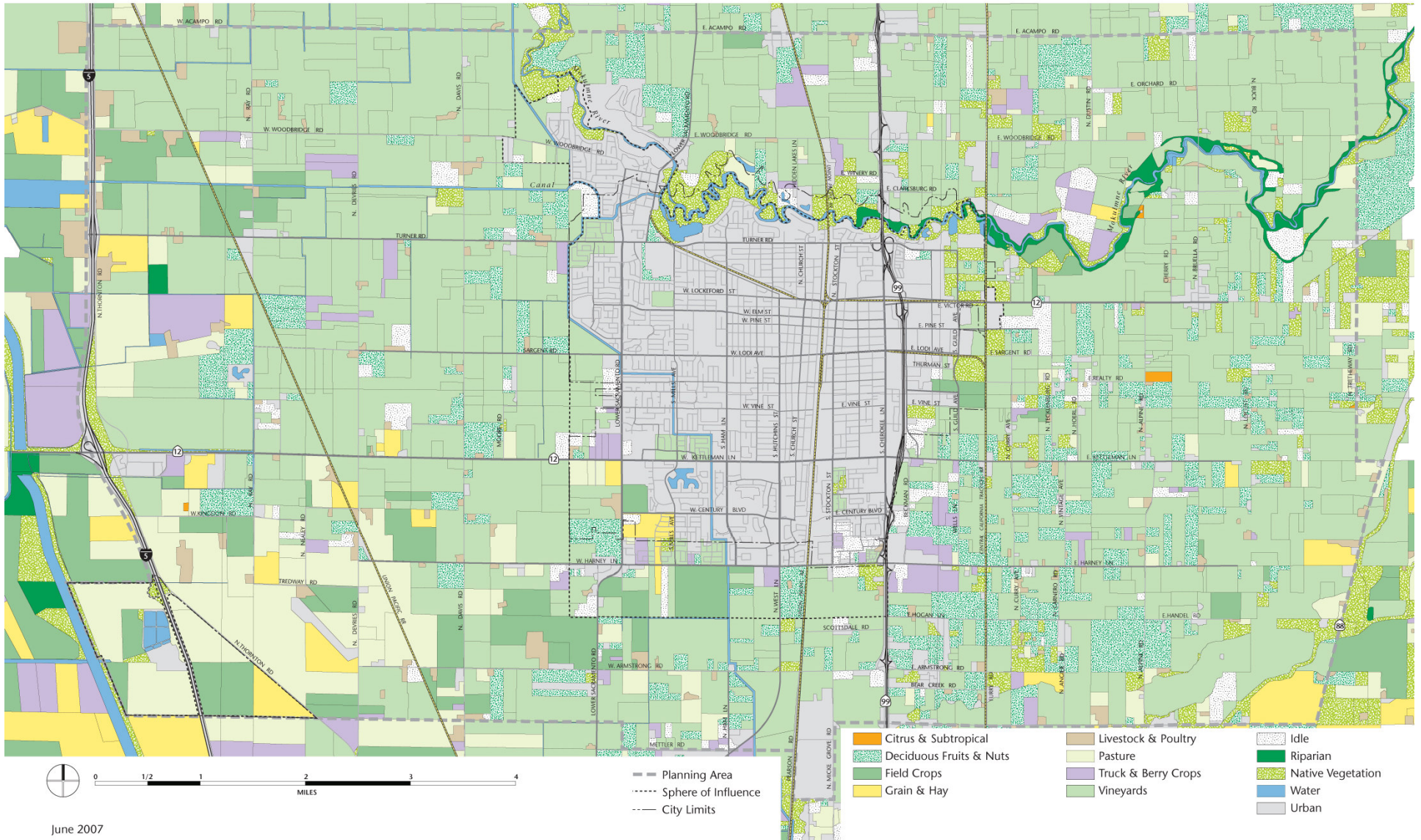


Figure 7-1
Habitats and Land Uses

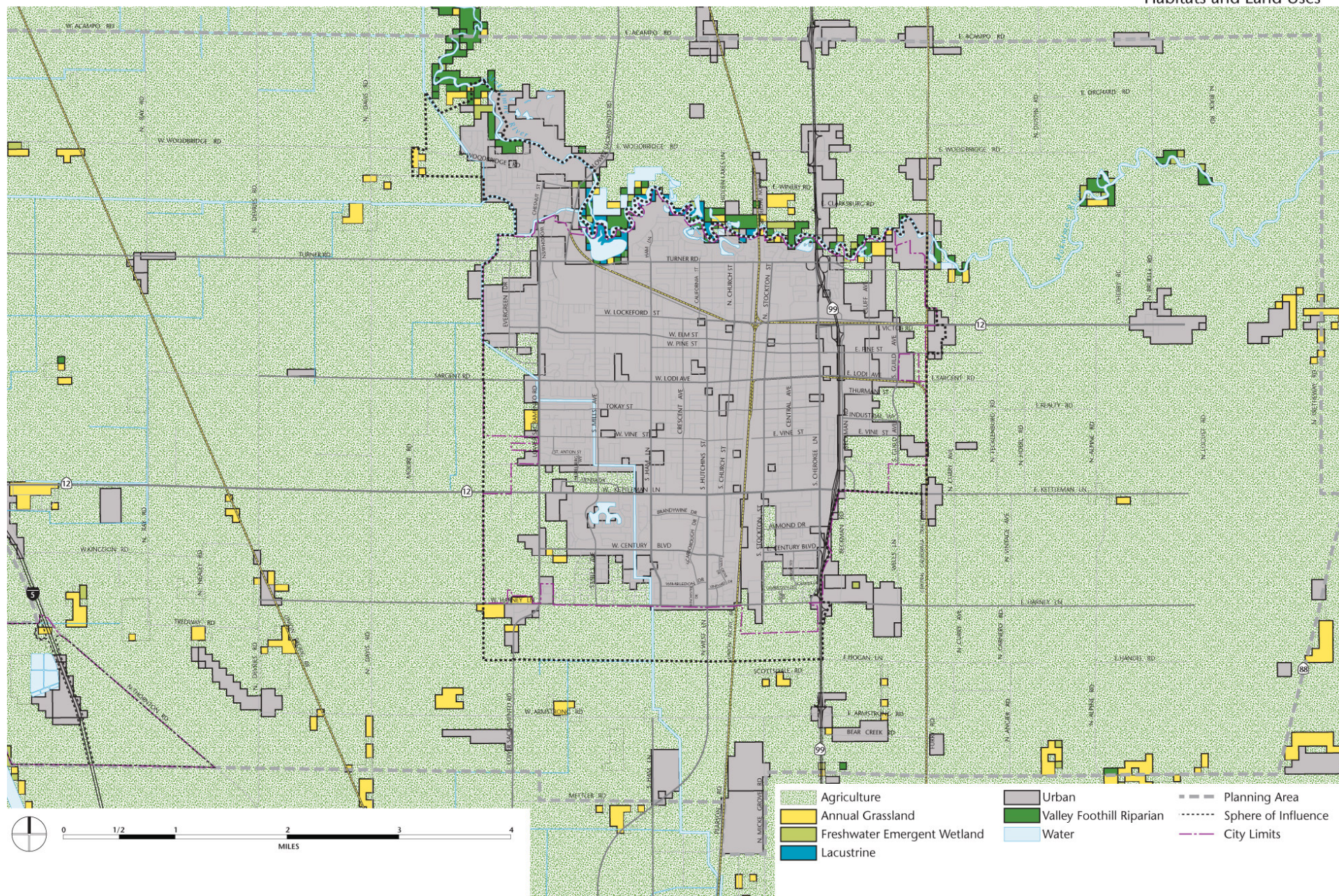
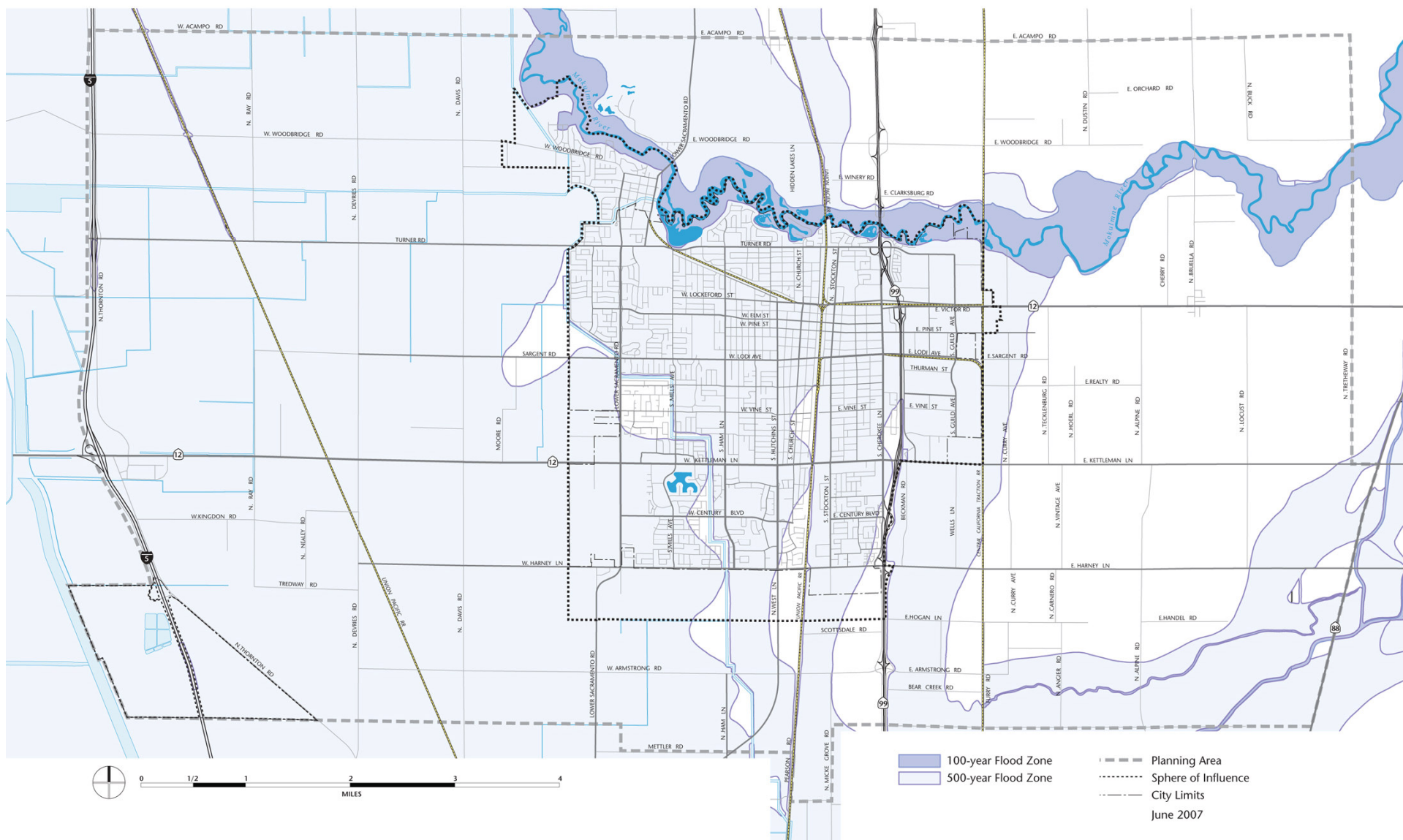


Figure 11-1
Flood Zones



INFRASTRUCTURE



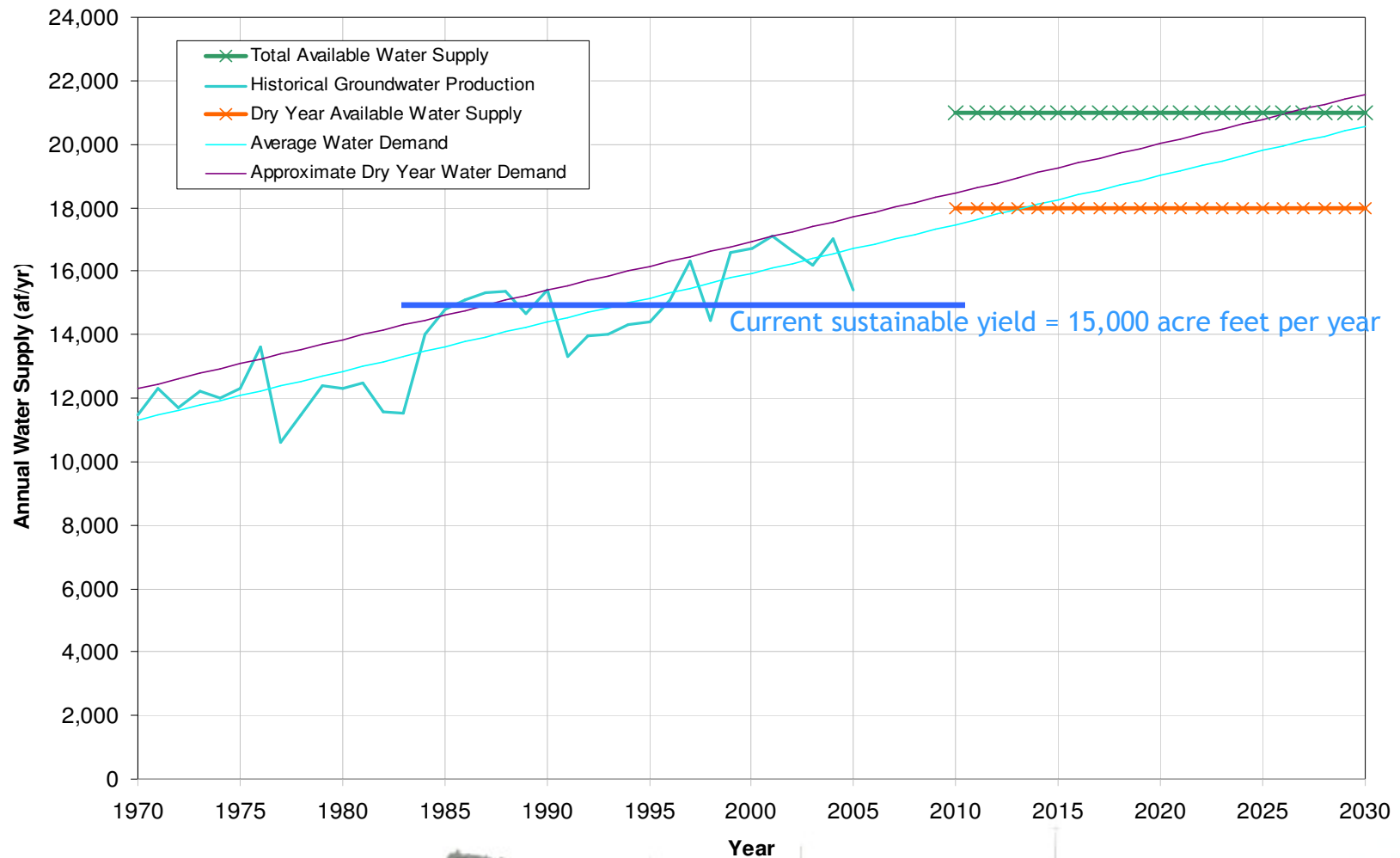
Lodi General Plan Update

Infrastructure

- Potable Water
- Sanitary Sewer Collection System
- White Slough Water Pollutin Control Facility
- Recycled and Non-Potable Water
- Stormwater



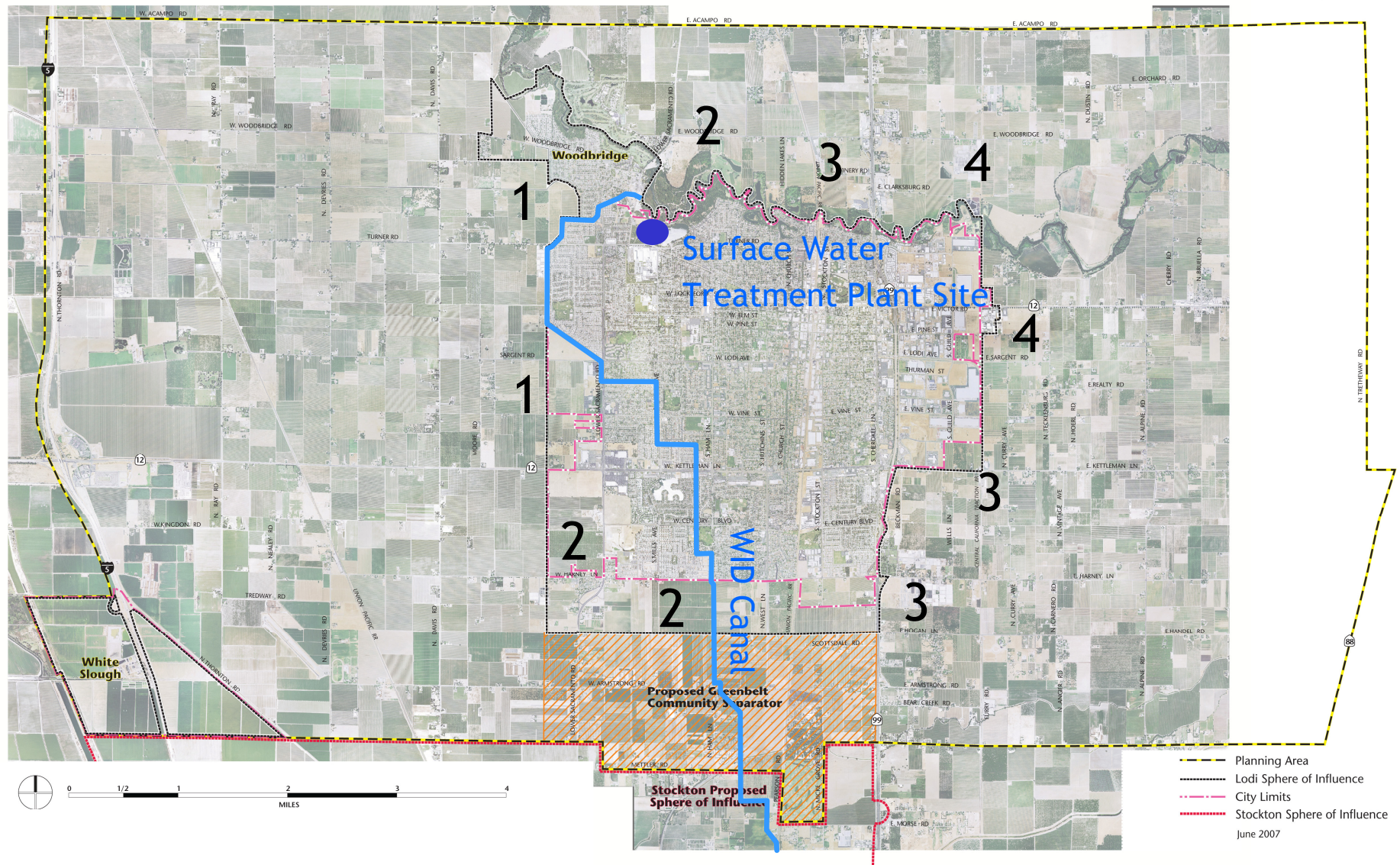
Potable Water



Potable Water

2 Potential Sequencing of Future Growth

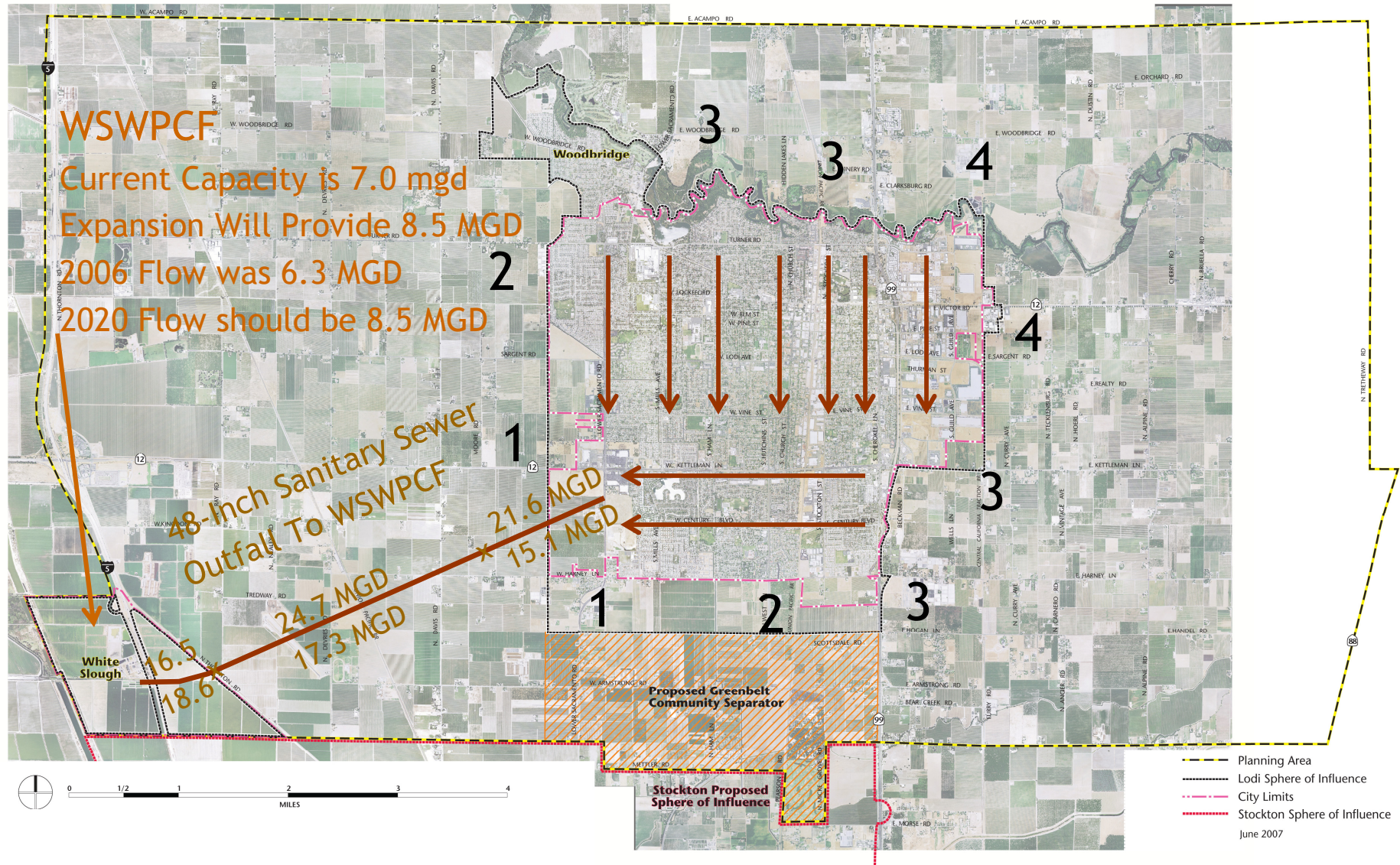
Lodi Planning Area



Lodi General Plan Update

2 Potential Sequencing of Future Growth

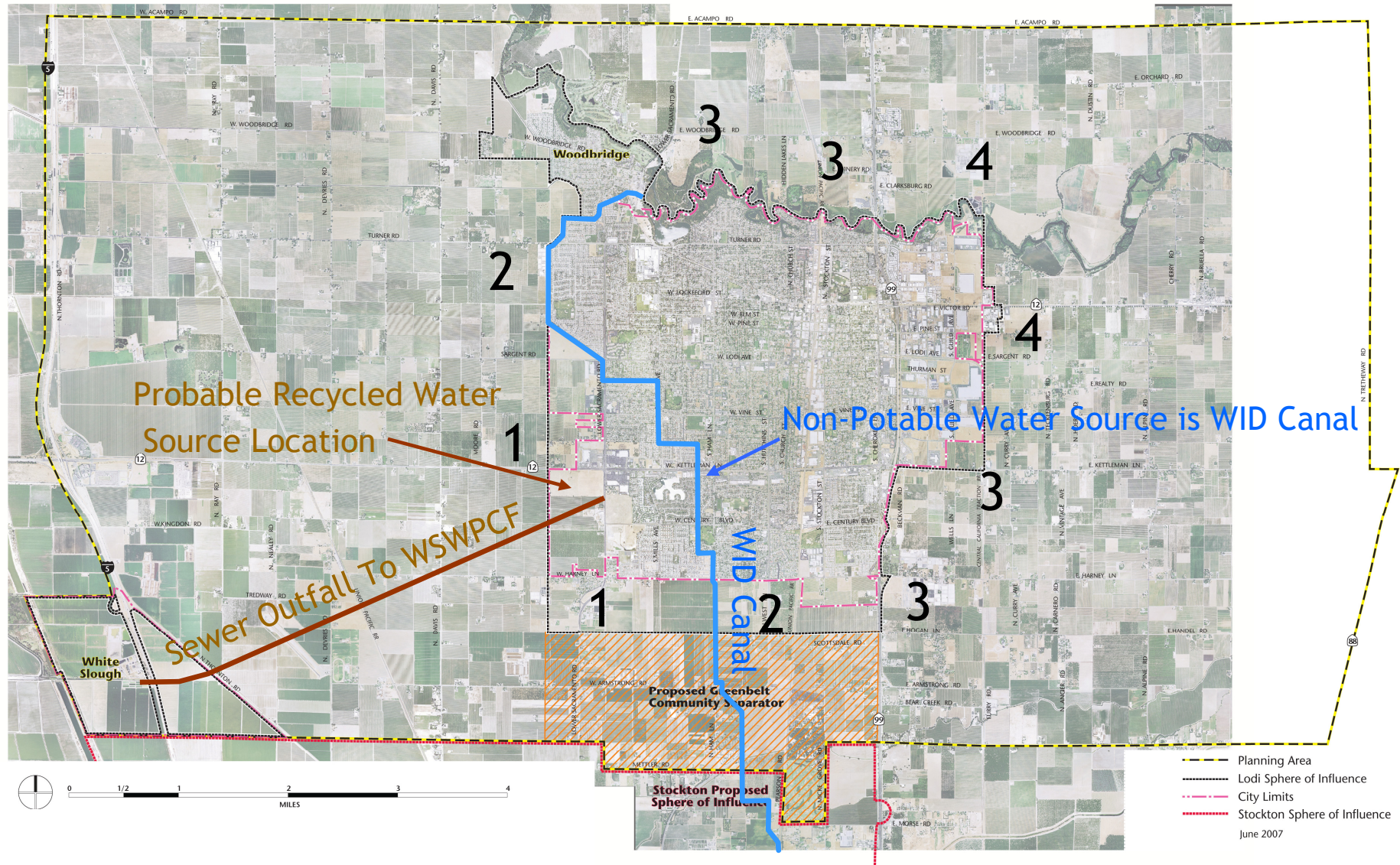
Lodi Planning Area



Recycled, Non-Potable Water

2 Potential Sequencing of Future Growth

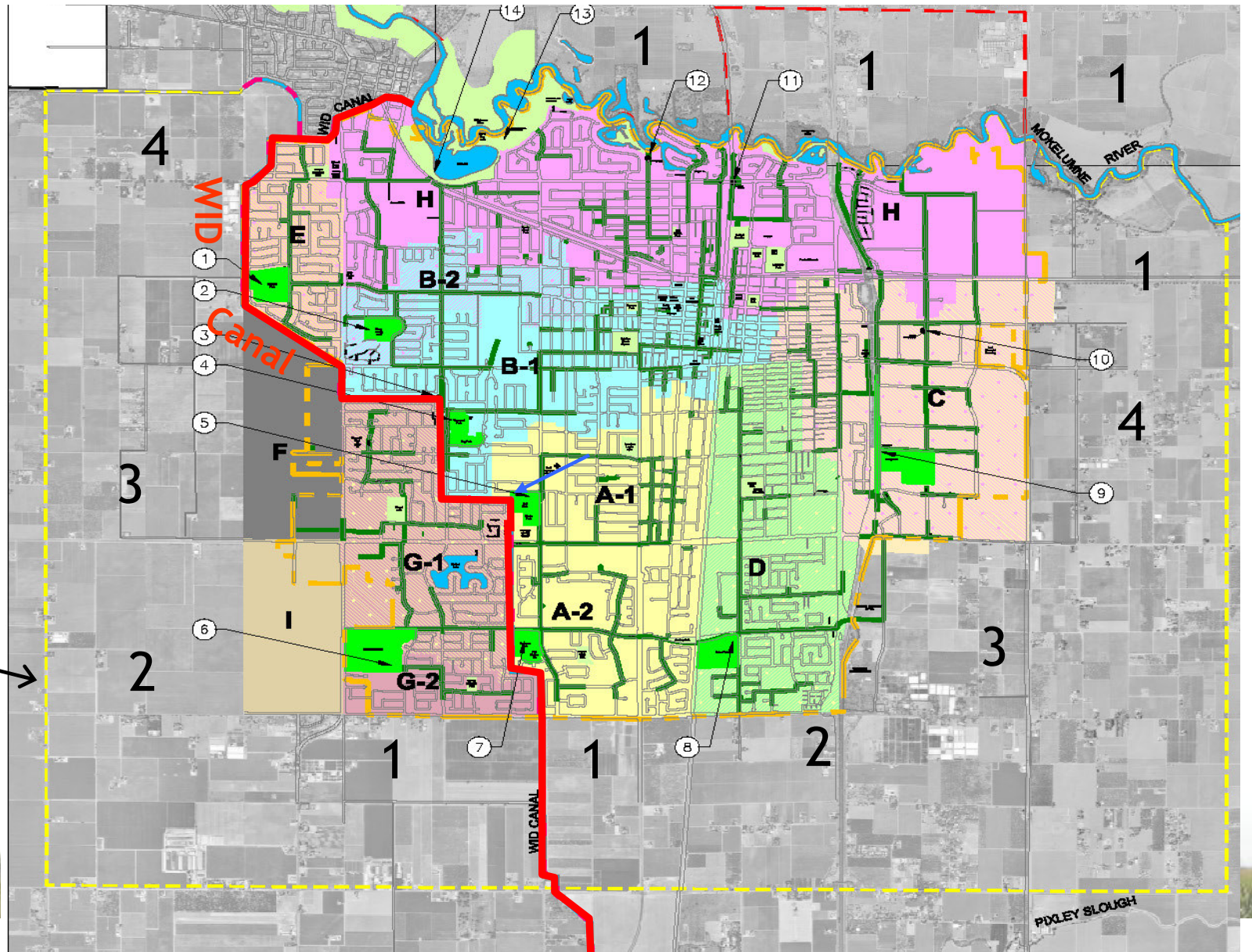
Lodi Planning Area



Storm Water

2 Potential Sequencing of Future Growth

WID Drainage
Agreement
Boundary



Lodi General Plan Update

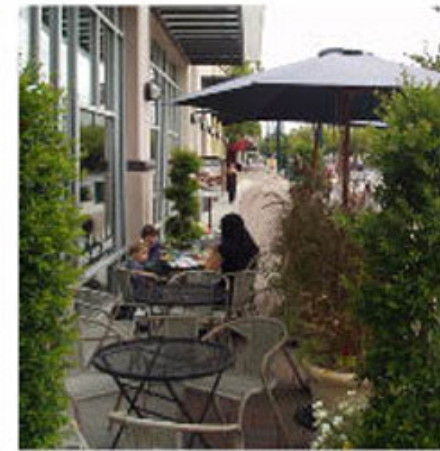


Working Paper #2 Urban Design and Livability

October 2007

Draft

Urban Design & Livability



good access
healthful visible history
jobs good schools
LIVABILITY
walkable public space
comfortable safe
green spaces affordable housing
attractive streets bicycle access
nature

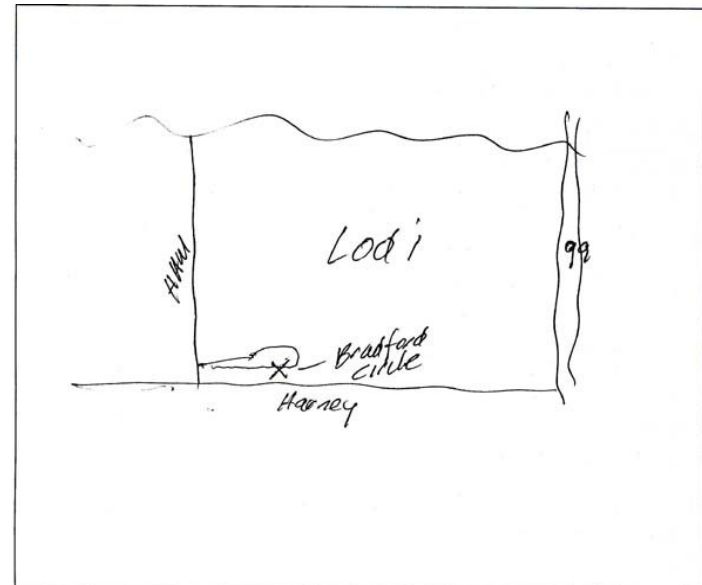
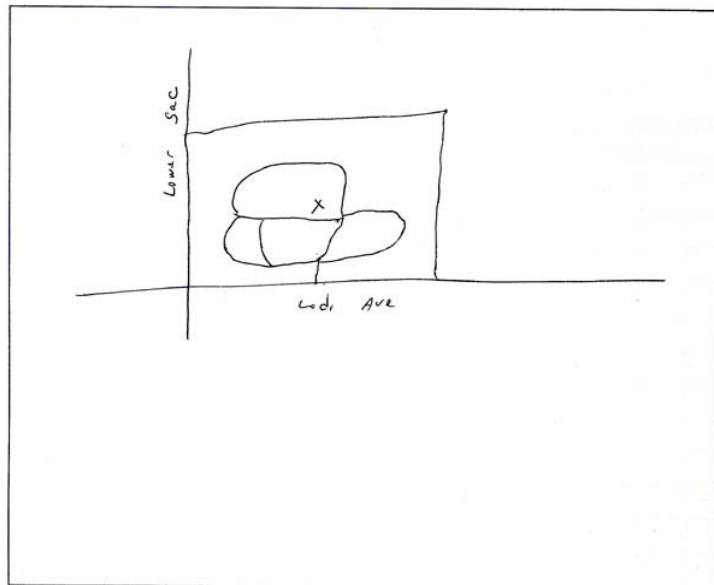
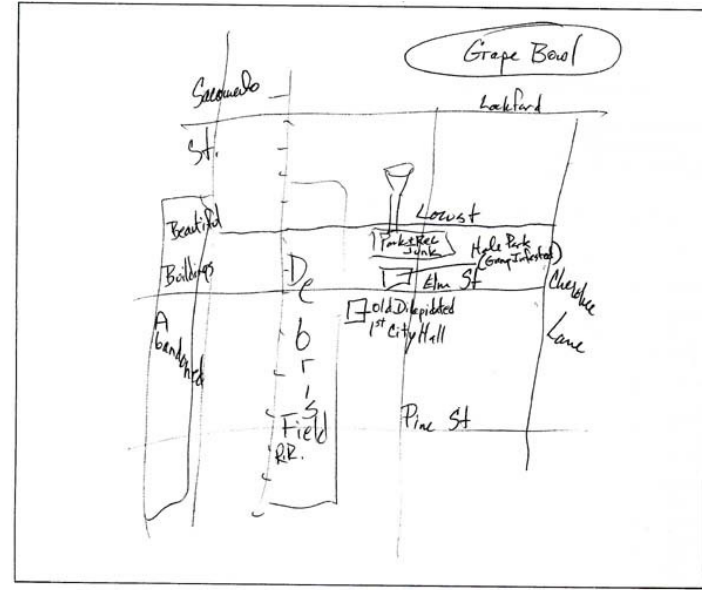
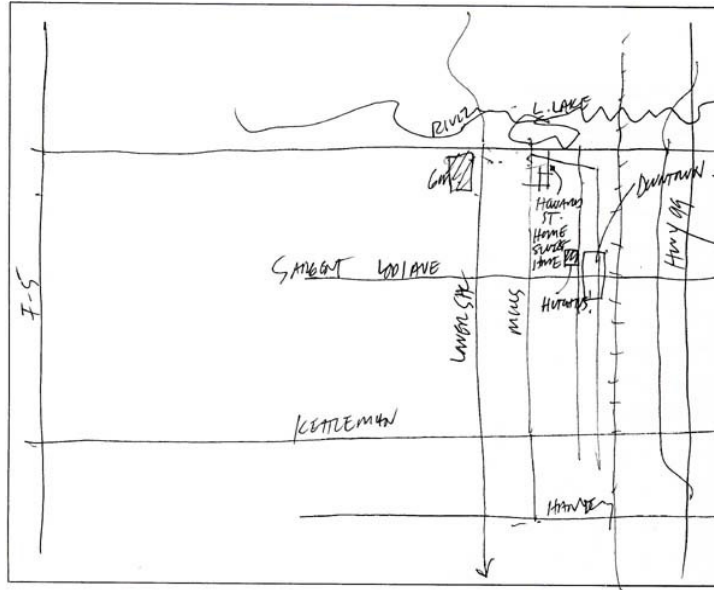


Measurable Attributes of the Urban Built Environment that May Contribute to Livability

- Access
- Street and Path Systems
- Built Form
- Public Spaces
- Activity
- Natural Factors
- Views
- Noise
- Waste spaces/soft spaces
- Maintenance
- Safety, accidents, crimes



Resident Image Maps



Lodi Livability Survey

■ Most Agreement

- *My neighborhood is a good place to go for a walk*
- *Lodi is a comfortable place to live*

■ Least Agreement

- *Lodi has enough green space*
- *My neighborhood has a mix of housing types*

■ Issues of Highest Importance

- *Attractiveness*
- *Safety*
- *Comfort*
- *Neighborhoods*
- *Walkability*



Walkable Streets



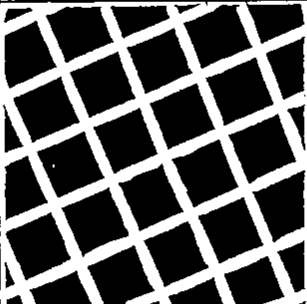
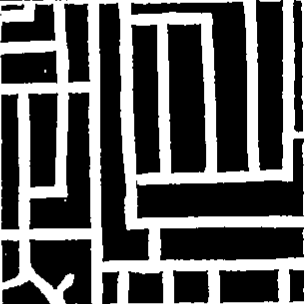


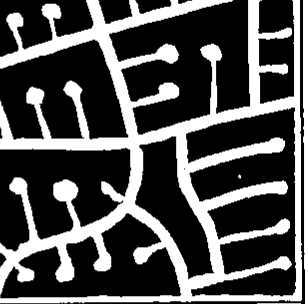
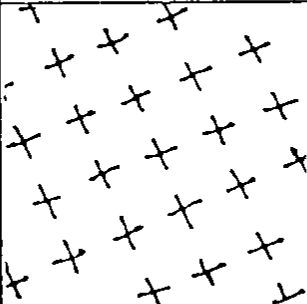
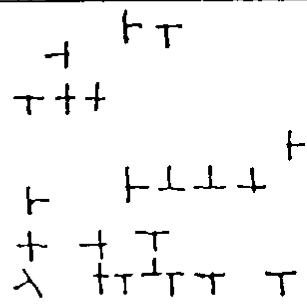
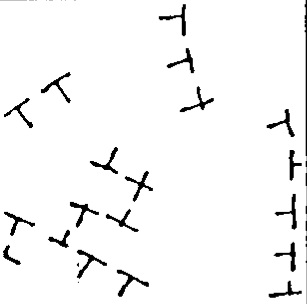
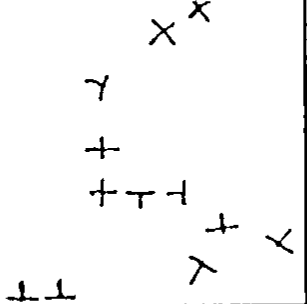
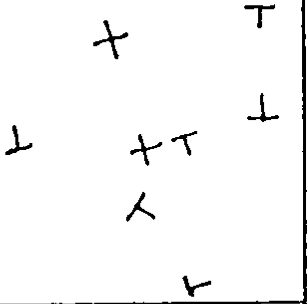
Active Streets



Historic Resources

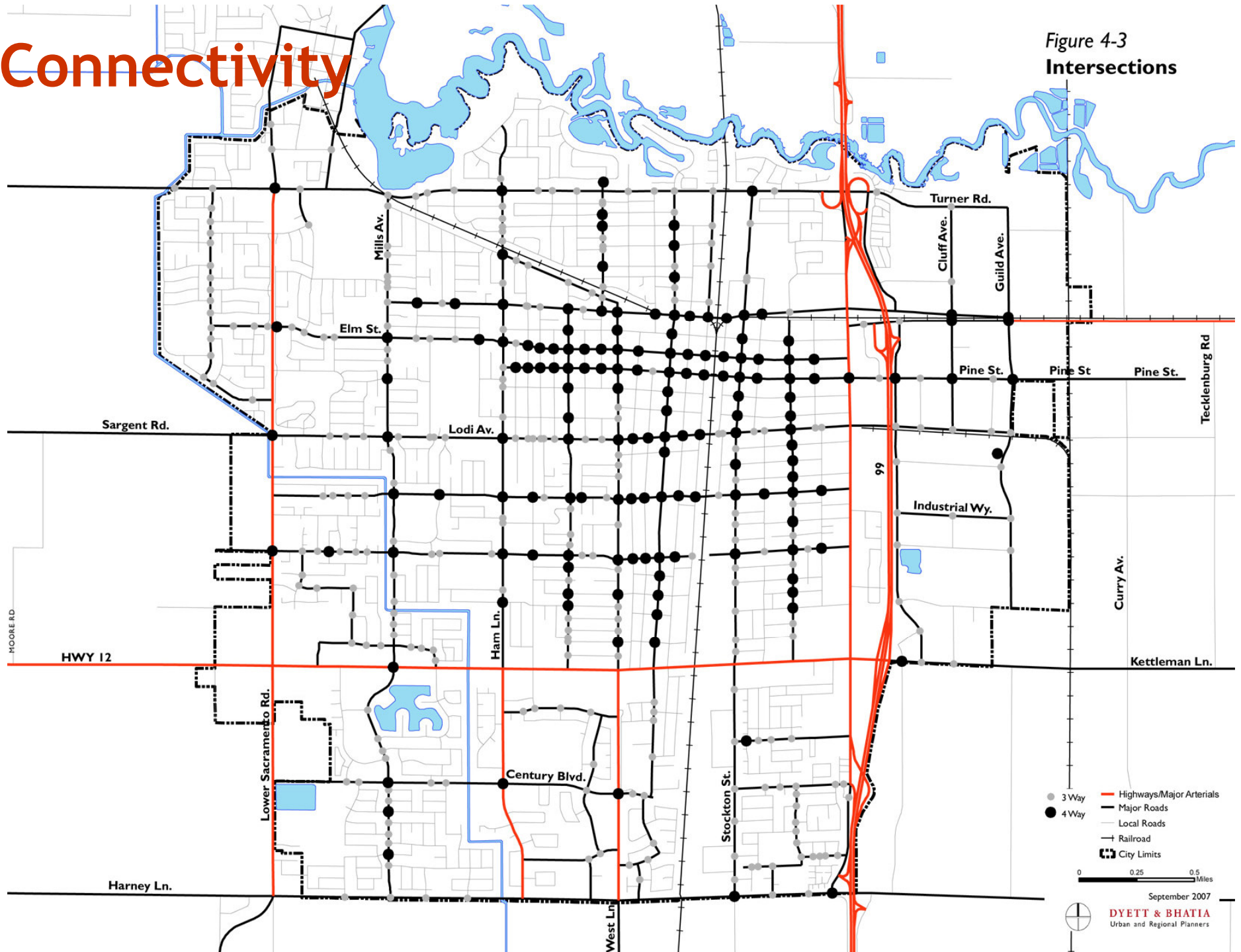


Evolution of American Street Patterns

	Gridiron (c. 1900)	Fragmented Parallel (c. 1950)	Warped Parallel (c. 1960)	Loops and Lollipops (c. 1970)	Lollipops on a Stick (c. 1980)
Street Patterns					
Intersections					
Lineal Feet of Streets	20,800	19,000	16,500	15,300	15,600
# of Blocks	28	19	14	12	8
# of Intersections	26	22	14	12	8
# of Access Points	19	10	7	6	4
# of Loops & Cul-de- Sacs	0	1	2	8	24

Connectivity

Figure 4-3
Intersections



Design Criteria for the Walkable City

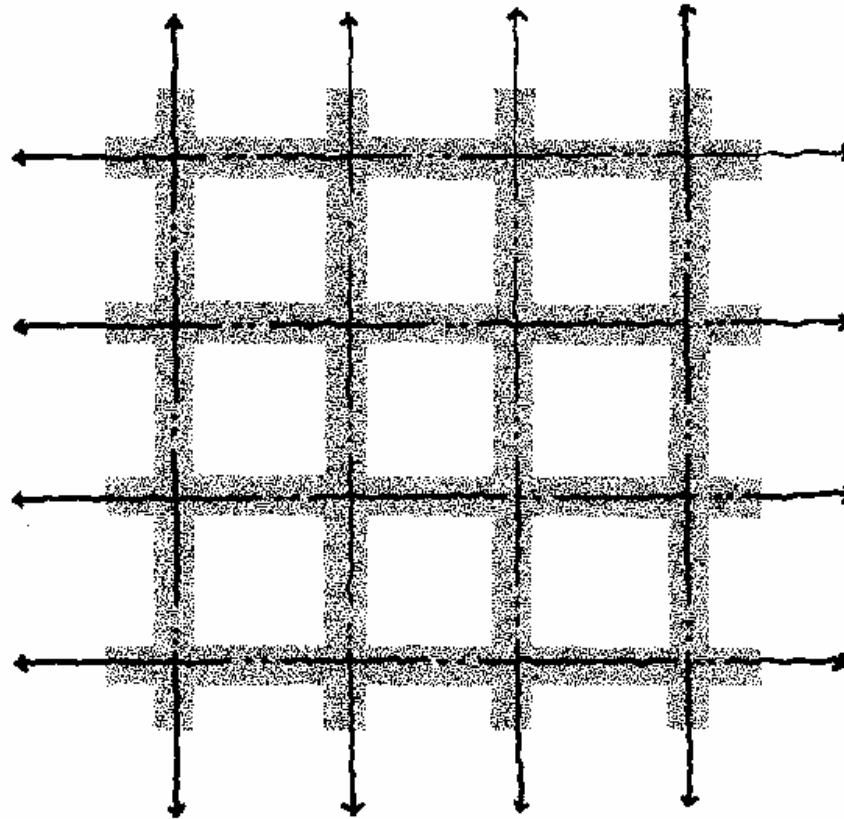
- Path Connectivity
- Linkage with Other Modes
- Fine Grained Land Use Patterns
- Safety
- Path Quality
- Path Context



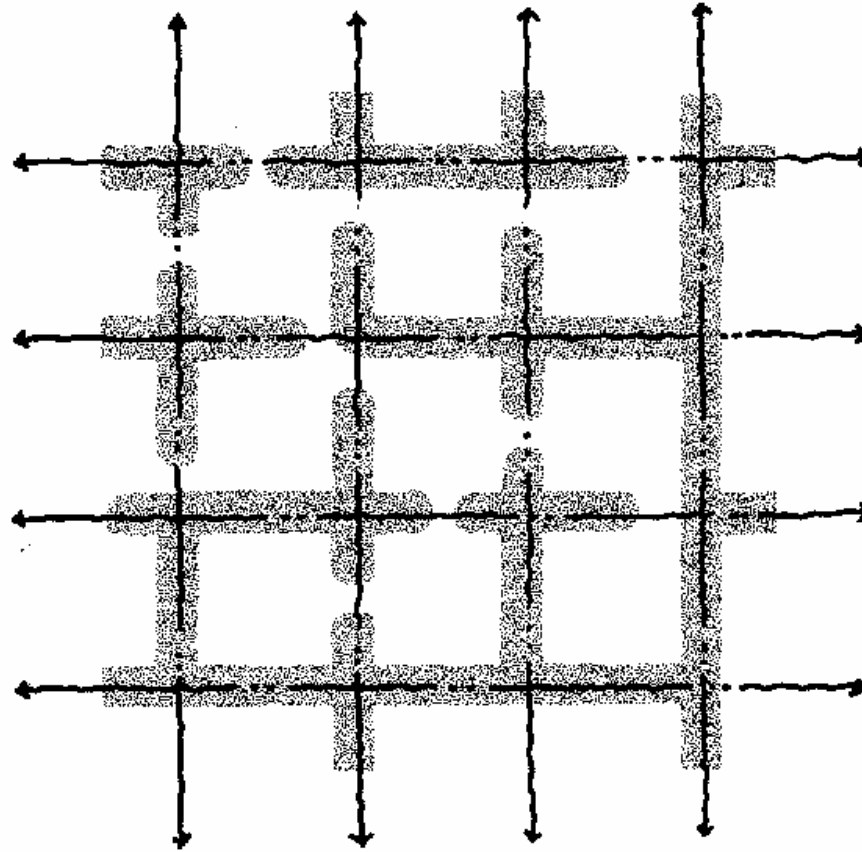
Walkable Streets / Overscaled Streets



Traffic Calming



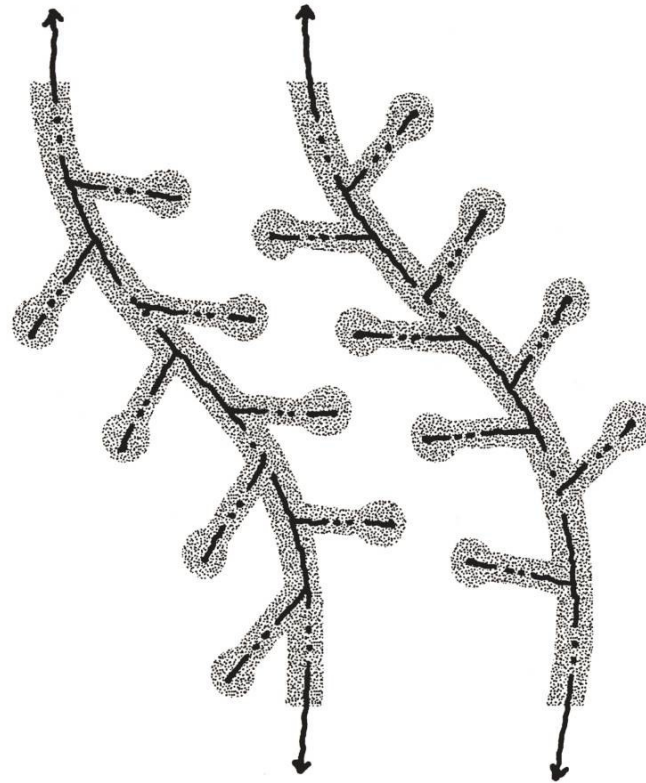
Traffic Calming



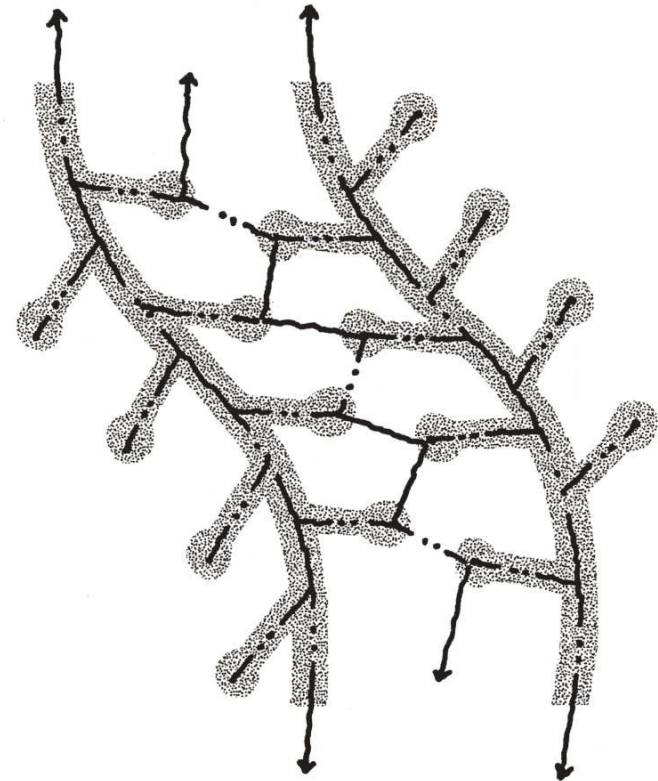
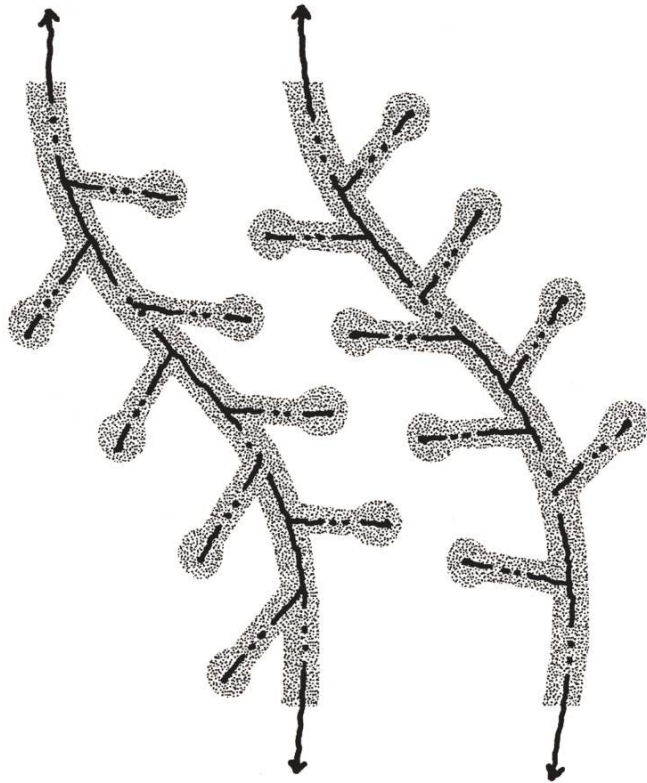
Traffic Calming



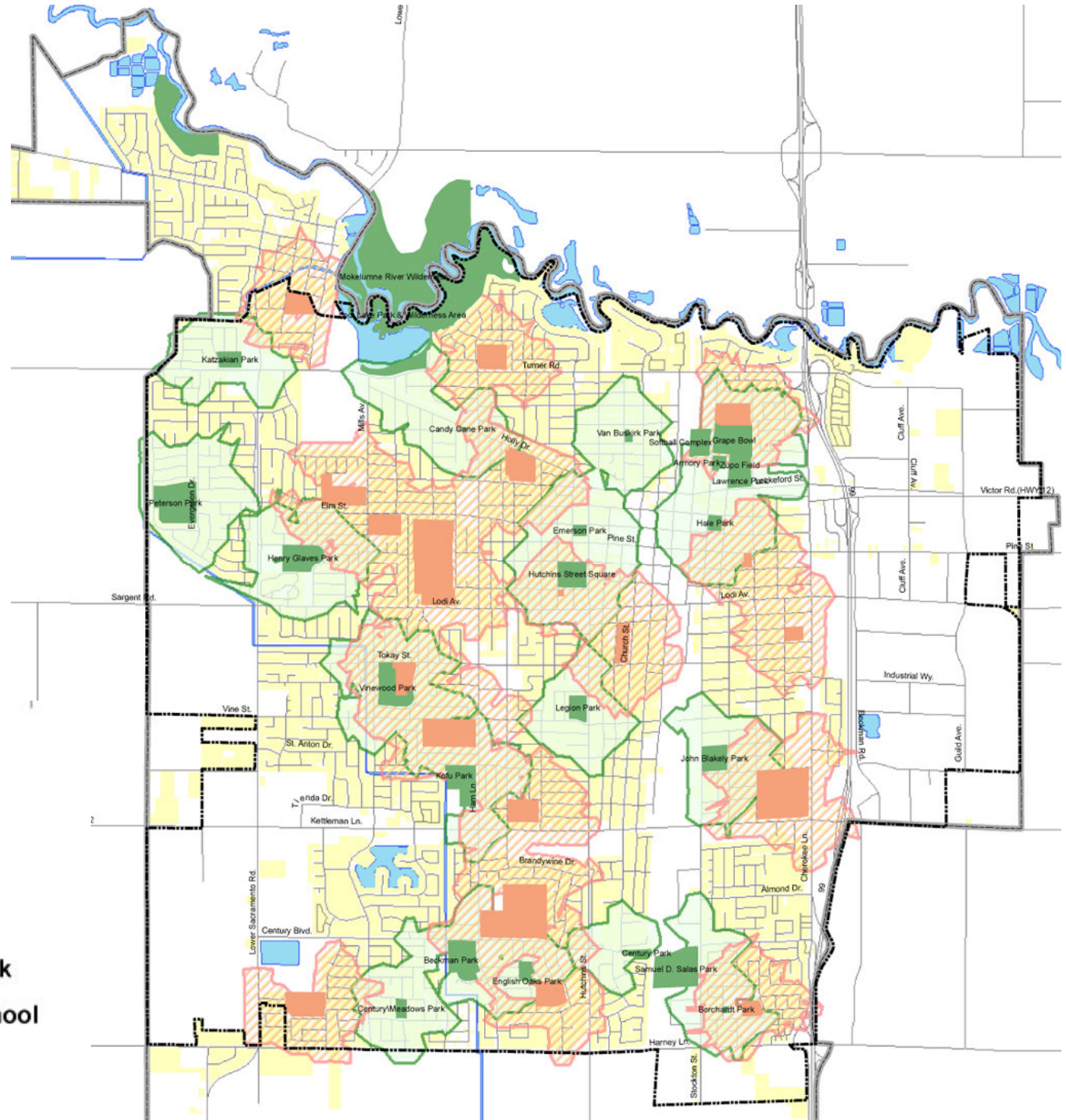
Connected Cul-de-sacs



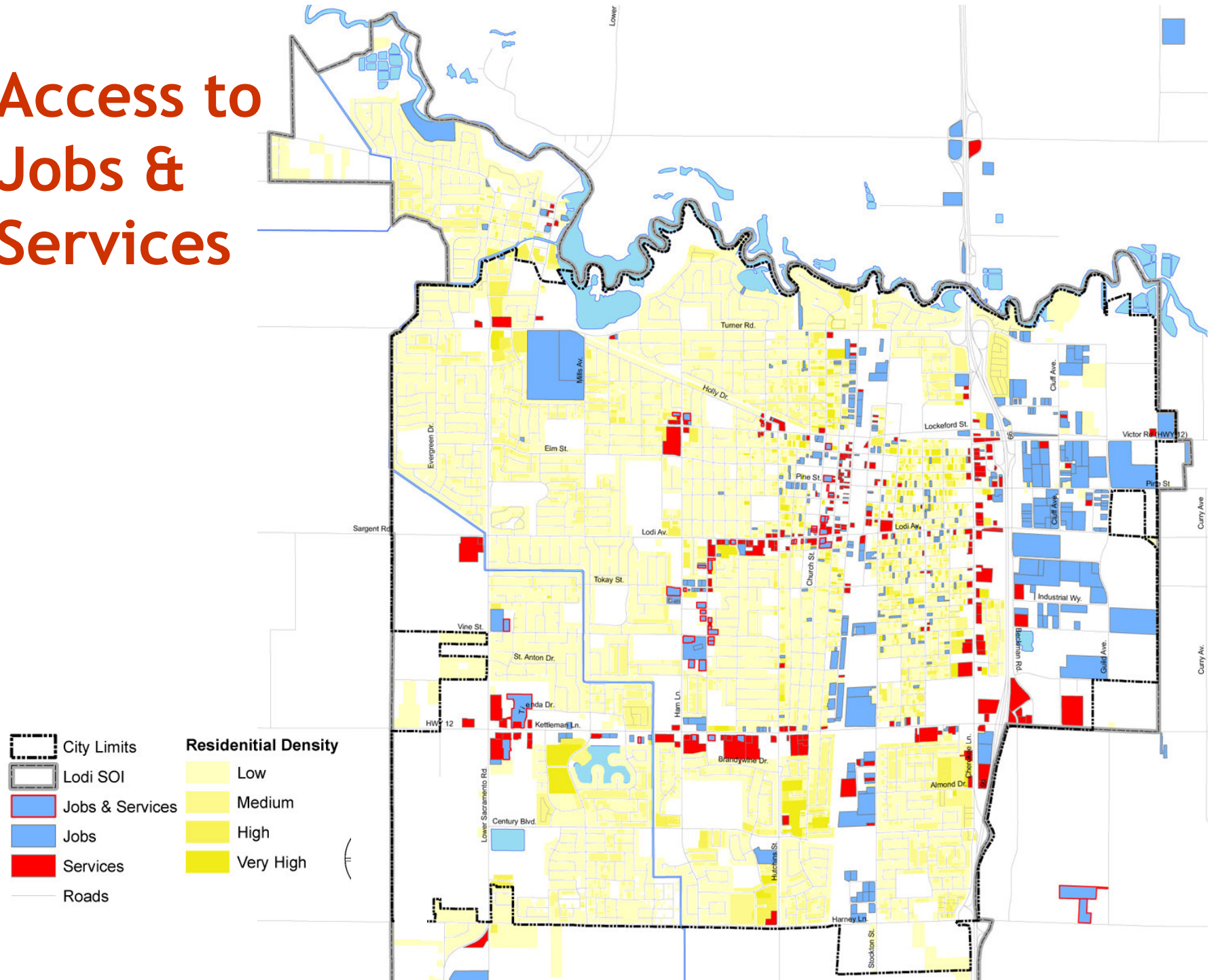
Connected Cul-de-sacs



Access to Parks & Schools



Access to Jobs & Services



A Defined Green Edge



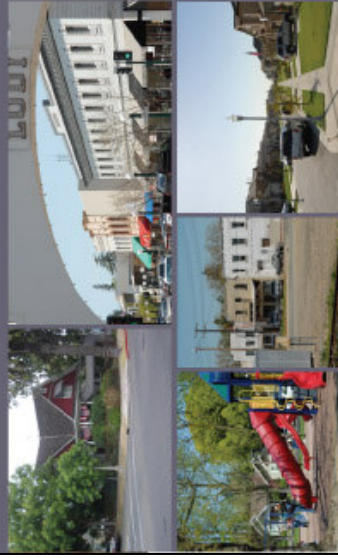
General Plan Policy Implications



- Create walkable streets: pedestrian scaled, green, safe.
- Provide pedestrian/bicycle connectivity, especially to important destinations and in districts that lack it.
- Create public spaces of varied character throughout the city.
- Encourage small scale neighborhood retail and service centers with walkable village character.
- Develop housing Downtown and on underutilized sites throughout the city in order to maintain Lodi's green perimeter.
- Maintain and enhance the distinctive character of neighborhoods through preservation and place-based design guidelines.



Lodi General Plan Update



Working Paper #3 Growth & Economic Development Strategy

July 2007

DRC

Opportunities & Challenges Assessment

What it means for the General Plan

- **Land for Residential Use**

- *Demand for 8,100 - 14,400 new housing units*
- *Amount of land required will depend on density of development*

- **Land for Nonresidential Use**

- *Need for 35 to 75 acres of new retail space*
- *Need for about 300 acres of land for other nonresidential uses*



What's important to Lodi?

- Preserving community character and identity
- Sustaining economic vitality
- Maintaining agricultural base
- Growing the visitor industry
- Maintaining downtown
- Fiscal health:
revenues sufficient to cover service costs



Key topics

- Retail sales
- Visitor industry
- Paying for municipal services and facilities
- Employment base
- Jobs/housing balance



Retail sales

- Critical source of revenue for fiscal health
- Grew between 1995 and 2005
(per capita, adjusted for inflation)
- Are we doing well enough?



Comparisons:

“✓” means Lodi does better

Compared to:	Total	Stores	Autos
State		✓	✓
Stockton	✓	✓	✓
Fairfield			✓
Elk Grove	✓		
Tracy			
Other SJ Co. cities		✓	?
4 wine cities			
73 cities with pop. = 60K-100K			

In stores alone, Lodi does better in:

Compared to:	County	State
Apparel		
General Merchandise	✓	✓
Food stores	✓	✓
Eating/Drinking	✓	(=)
Home Furnishings/Appliances	✓	
Building Materials/Farm Impl.		✓
Auto Dealers/Supplies	✓	✓
Service Stations		
Other Retail Stores (specialty)		

Key ideas

- Lodi needs more people to attract a regional shopping center
(will grow enough during the time of this General Plan)
- In future, Lodi could support more retail space
(included in General Plan projection)
(35 to 75 acres = 350,000 to 750,000 sq. ft.)
- Niche retailing - targeted to specific subgroups
- could be an opportunity



Key ideas

- Regional shopping centers like freeway locations with lots of land
- Lodi will face retail competition from new north Stockton locations
- New locations will challenge downtown



Key ideas

- City can plan for retail by designating sites, but
 - *Shopping center developers may prefer other locations*
 - *Can't control which specific tenants choose to occupy store spaces in Lodi*



Visitor Industry

- Hotel tax is good for fiscal health
- Visitors help put Lodi on the map
- Visitors can support the wine industry, restaurants, and retailing in addition to hotels



Key ideas

- If Lodi could attract 25% as much visitor spending as the Napa Valley, it would total \$230 million/year and support 600 hotel rooms
- It's hard to support hotels (year-round business) on tourism alone (seasonal business)
- Existing accommodations in Lodi target a clientele different from the wine tourist
- Visitor industry workers probably can't afford Lodi housing



Key ideas

- **Lodi needs:**
 - *Businesses that attract overnight visitors (to support hotels)*
 - *More tourist attractions (to keep visitors here overnight)*
 - Accommodations with more amenities
 - Destination resorts, golf courses
 - Hot air balloons
 - Recreational tournaments
 - River-related activities
 - Downtown ambience



Jobs/Housing Balance

- In 2000, Lodi had:
 - *1.04 jobs per household*
 - *1.17 employed residents per household*
 - *0.89 jobs per employed resident*



Jobs/Housing Balance

In 2000,

- *45% of employed Lodi residents worked in Lodi
22% worked in the Stockton area
23% worked beyond San Joaquin and Sac'to counties*
- *50% of Lodi workers lived in Lodi
19% lived in the Stockton area
21% lived beyond San Joaquin and Sac'to counties*



Policy choices

- What types of new retail uses should we try to attract, and where should they be located? (important for city revenues)
- What types of industries should we try to attract, and where should they be located?

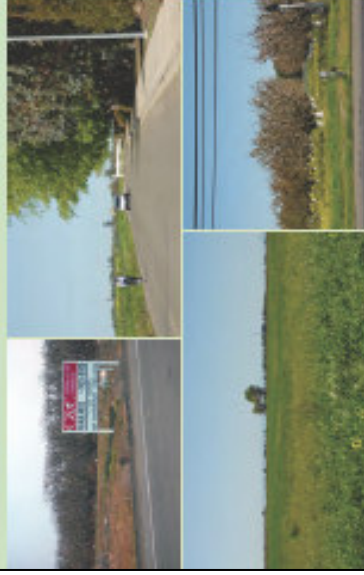


Considerations going forward

- Keeping the “Lodi” in Lodi:
community character, growth rate/pattern
- Jobs that pay enough for people to live here
- Development that contributes enough
revenues to pay for public services
(future fiscal analysis)



Lodi General Plan Update



Working Paper #4

Greenbelt Conservation Strategies

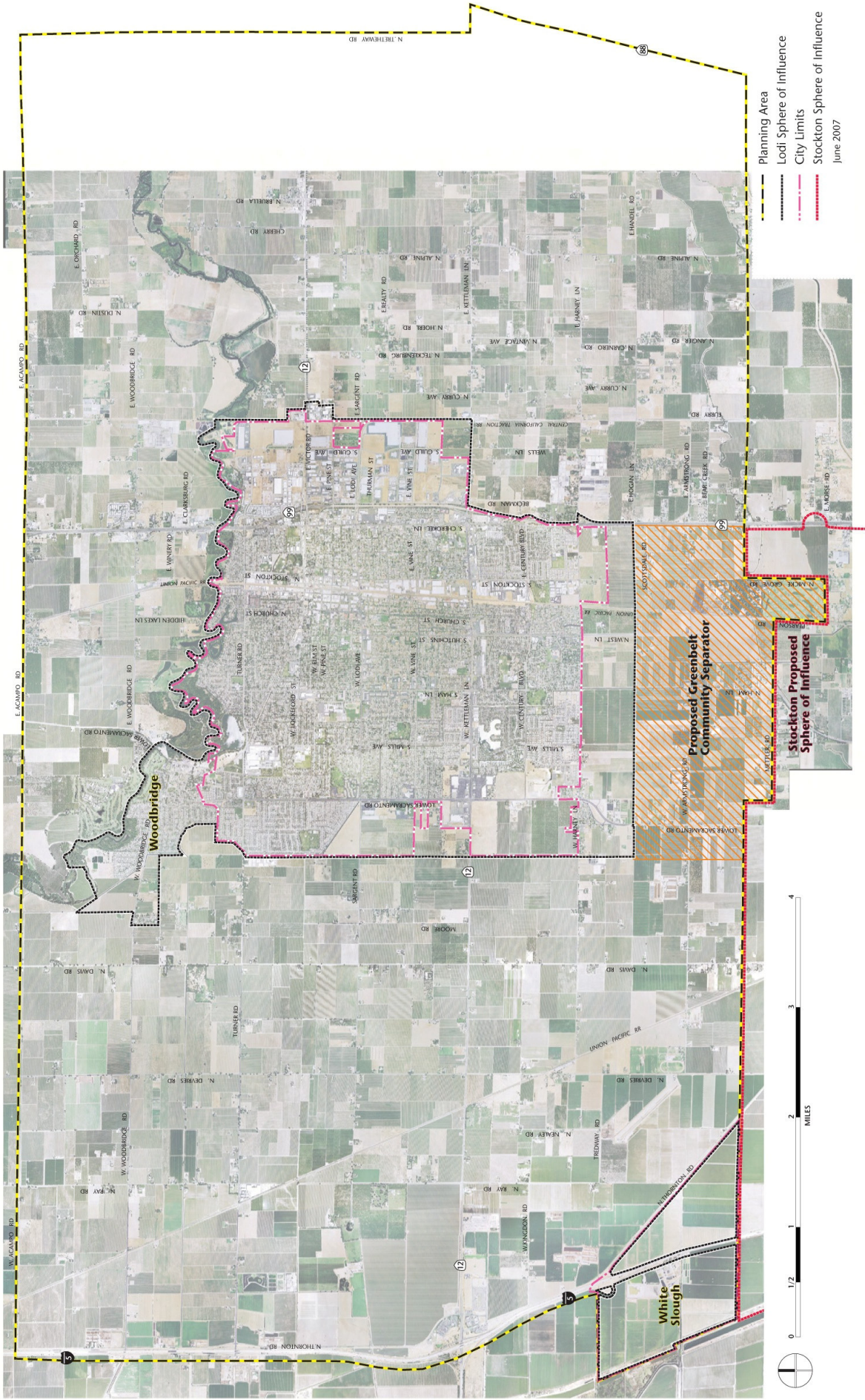
Opportunities & Challenges Assessment

Greenbelt:

- Preserve agriculture
- Distinguish the physical area within which Lodi's community character should shape decisions on land use and development
- Demarcate the edge of that area to distinguish Lodi from its neighbors



This aerial map of Lodi, California, illustrates the proposed Greenbelt Community Separator and the Stockton Proposed Sphere of Influence. The map features a network of streets, including major thoroughfares like Highway 99 and Highway 12, and local roads such as E. Woodbridge Rd, W. Woodbridge Rd, and N. Woodbridge Rd. Key landmarks include the Woodbridge area and White Slough. The map also shows the Lodi Sphere of Influence, City Limits, and the Stockton Sphere of Influence. A legend in the bottom right corner defines the symbols used: a dashed line for the Planning Area, a solid line for the Lodi Sphere of Influence, a solid line for City Limits, and a solid line for the Stockton Sphere of Influence. A scale bar and a north arrow are located in the bottom right corner.



Greenbelt Issues

- Keeping urban uses out
- Building consensus through involvement and equitable financial treatment
- Keeping land at rural-scale parcel sizes



Lodi Proposed Greenbelt Parcel Owners

This aerial map displays land parcels in Lodi, California, with owner names labeled in red text. The map highlights several key areas:

- Existing Lodi SOI:** Indicated by a purple outline.
- Existing Stockton SOI:** Indicated by a yellow outline.
- Proposed Annexation (Stockton SOI):** Indicated by a dashed orange outline.
- Proposed Greenbelt Area:** Indicated by a solid orange outline.
- Planning Area:** Indicated by a thick black outline.

The map includes a legend, a scale bar (0 to 2,400 feet), and a north arrow. The planning area is defined by a thick black line. Various parcels are outlined in different colors (purple, yellow, orange) corresponding to the legend. Numerous parcel owners are listed throughout the map, such as "BANK OF AMERICA NT & SA", "CALIFORNIA STATE WATER PROJECT", "FARMER JOHN'S", "GARDEN OF EDDY", "HARRIS & SONS", "KROGER", "MCCOY", "PACIFIC POWER & LIGHTING", "SANTITAS", "STANLEY", "TAYLOR", "WATSON", "WILLIAMS", "WOODWARD-CLARK", "ZACHRY GROUP", etc.

DYETT & BHATHIA
Urban and Regional Planners
April 5, 2007

[illegible]

Creating the Greenbelt

- **Cooperation** of multiple local governments
- **Funding** sources targeted and secured
- **Planning** at detailed level



A Greenbelt in Lodi's Future?

- Community's vision:
Lodi to remain a distinct community
- Supportive County policy:
No urbanization of rural areas
- Growing interest in maintaining agriculture:
Equitable plan will require both local and non-local support
- Vital Lodi inputs:
Commitment and time

